

1965

KLAMATH ECHOES



STEPHANIE HARANSKI

Klamath County Historical Society

VOLUME I

NUMBER 2



On a "Sunday afternoon" at Pelican Bay. L. to r.: Mrs. John McCall, Louise Sargent, and Lyle Watson Kimball.

Excursion

When we ponder the olden, golden days, some things are like a dream;
But clear and bright, are 'Excursions' up dear Klamath Lake by steam.
We watched the paper carefully for I. A. Duffy's ad;
He promised such a holiday! 'Excursion' became a fad.

Ma looked at Pa for the good word—(fifty cents was quite a fee!)
How we howled with joy at that great line—"The children go for free!"
Each felt a tiny guilty qualm—We would miss Sunday School;
But Ma said God was outdoors too; besides, it would be cool.

Well, we were up at crack of dawn, all helping pack the eats,
And hurrying to the landing, so we'd be sure of seats.
The boat came 'round the wooded bend, shined up all white and new;
They rang the bell as it approached and shrill the whistle blew.

'Alma', 'Winema' or 'Klamath' could be the one that came,
And we always wondered what proud lass gave the 'Lottie C' her name.
A hundred folk were soon aboard, with hardly room to stand;
And on the deck, resplendent, sat the Klamath Falls Brass Band!

I tell you everyone looked fine, each in his Sunday best!
Ma in her 'merry widow' hat; Pa in his checkered vest.
Some folk left at Odessa; Rocky Point claimed just a few.
The rest steamed on to Harriman—There were more things to do.

Merry Christmas
1975
Bob & Kathie

~~etx~~

Dedication

We respectfully dedicate this, the second issue of Klamath Echoes to the owners, builders, captains and crews of the many boats that plied the waters of the Klamath country for so many years.

~~etx~~

The rowboats tied along the dock soon lined up for a race;
But three girls stole their fellows' craft and led them quite a chase!
Poor boys called out and pleaded but the ladies wouldn't stop!
So the sad guys sought some solace playing cards and drinking pop.

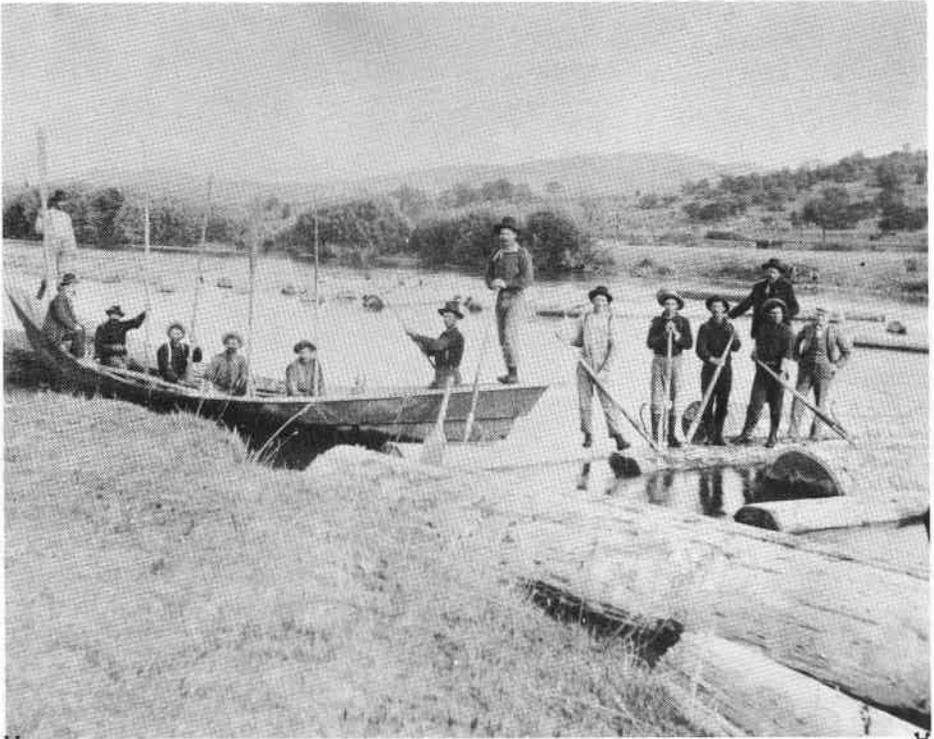
When the bugle sounded 'chow time,' in rushed the hungry tribe!
And such a dinner was spread out, no gourmet could describe.
Aunt Emma's pickles took the prize at last year's county fair;
Miz Jones's cake was like one served when the governor was there.

Hot biscuits, chicken-crisp and brown-coffee and lemonade;
Salads and pies and berries red, on that rich ice cream (home-made).
At the pavillion, when we were 'plum-full' we frolicked until 'six';
Kids slept, the women gossiped; and the men talked politics.

The band struck up a slow new waltz, to the tune 'After the Ball';
And lovin' couples in a trance, floated slowly 'round the hall.
All things must end, the whistle blew; and we loaded up for home;
And our jolly little steamboat soon was kicking up the foam.

Dog-tired, at last we were content to sit and watch the scene,
Pelicans circling the sunset sky, the shoreline misty green.
Ah yes, those golden days have fled; but I'd like for old times' sake
An excursion with those same dear folk, by steamboat, on the lake.

—Helen Epley Hoffman

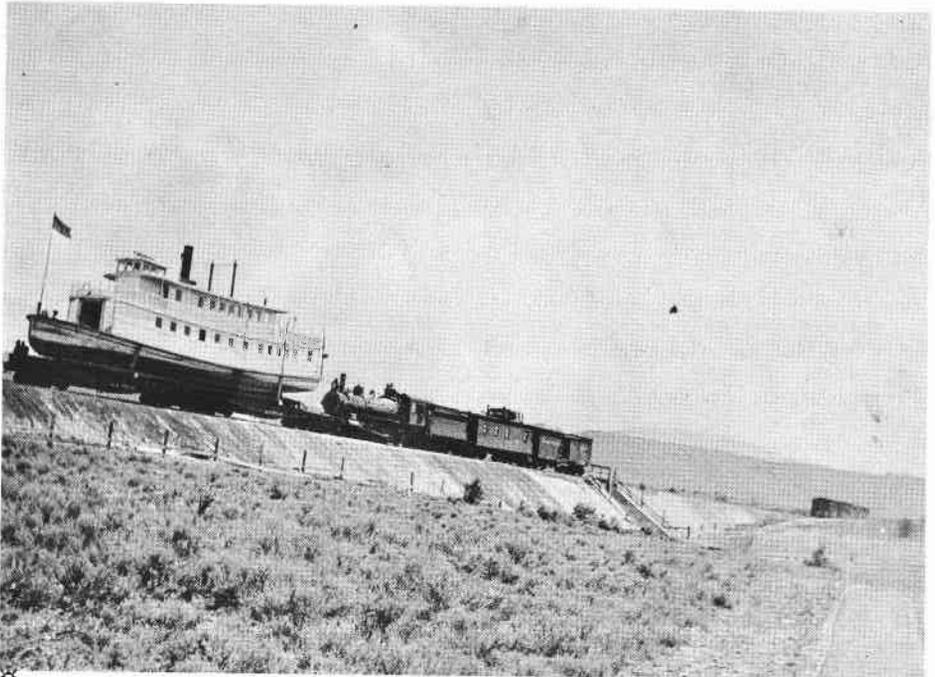


Picture courtesy Vera Clemmens

Sacking boat. Klamath River log drive in 1897, two miles up river from Klamathon, end of drive. (Left to Right) Bill Moss, standing, the drive boss; a visitor; S. M. Stough, drive cook and father of Mrs. Fred Cavin of Hornbrook; George Cook; Fred Frain; Henry Hoover; B. A. Henderson; George Spannaus; Frank Woods; Roderick Frain; Edward Way, uncle of Mrs. Cavin; Man standing tall in back is an unknown visitor; Last man with peevee on right is William Lorenzo (Wren) Frain of Klamath Falls; Last man, hands in pockets, is an unknown visitor.

All of these men are now dead. They were all native Siskiyou County men. Most of them replaced the White Water men from Manistee River, Michigan, after the White Waters struck in early 1897 and were fired. Wren Frain drove from 1893 to 1900. This sacking boat was built with a high stern and stem, the better to run the rapids.

We are still selling clear, honest Klamath Pine Boat Lumber today at **SWAN LAKE MOULDING COMPANY** at 3226 South Sixth Street in Klamath Falls, Oregon. Phone 884-5145.



—Copy from an old postcard

This picture should settle for all time, the manner in which the Steamer Klamath was moved from the Lower Lake to the Upper Lake.

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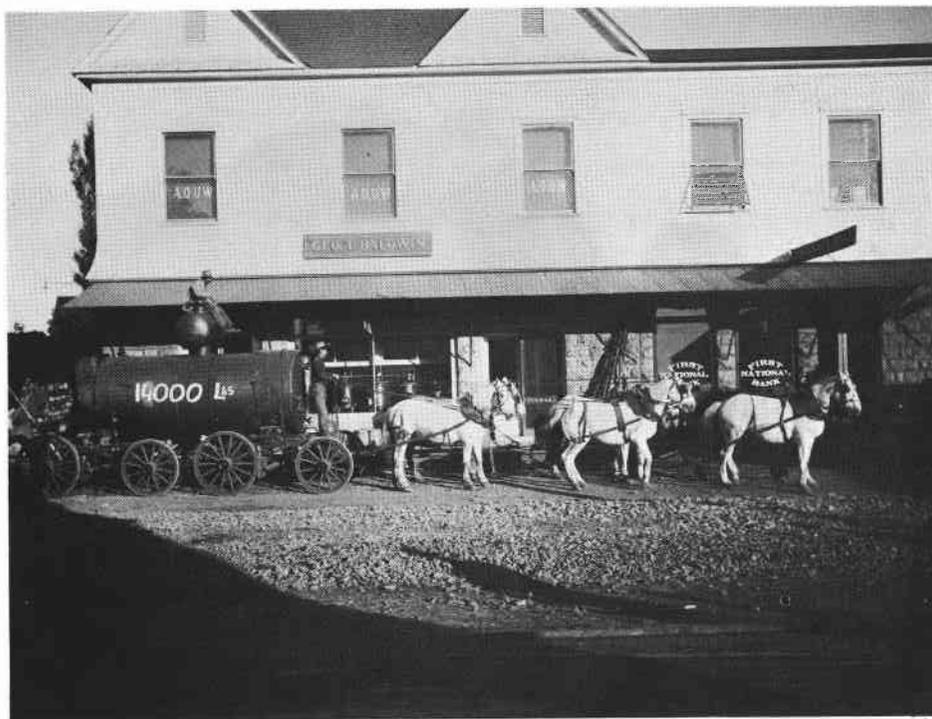
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KLAMATH FALLS, OREGON



—Maude Baldwin Photo

Arrival of the Winema's 14,000 lb. boiler, overland from Pokegama, in front of the old Baldwin Hardware Store and First National Bank Building in Klamath Falls in early 1905. Joe Moore driving, Jim Moore riding on top of boiler.

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—Maude Baldwin Photo

The Winema being raised after blowing over and sinking off Eagle Ridge in August, 1907.

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—DeVere Photo

Launching new boat "Shark". Larry Bergman in doorway.

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Unknown ladies organization on an excursion to Keno on board the Ewauna. Keno Landing at south end of bridge.

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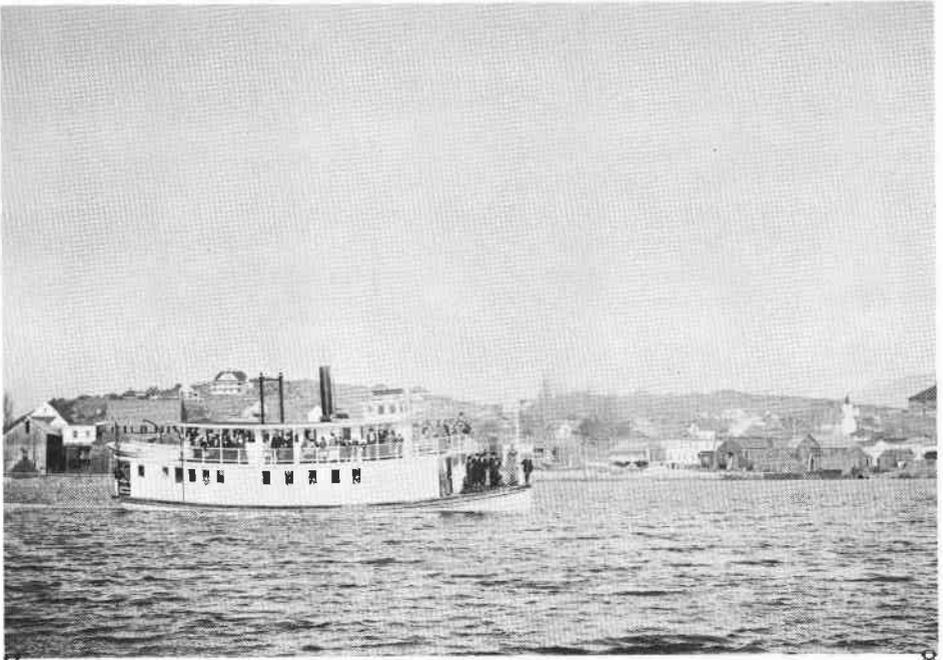
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—Maude Baldwin Photo

Steamer Klamath on Lake Ewauna, Klamath Falls in the background. Baldwin Hotel over stern of Klamath, Presbyterian Church and old Klamath County High School at extreme right. About 1908 or 1909 period.

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KLAMATH FALLS, OREGON

Editor's Page

It has been a long time from the beginning of the first notes taken for this boating history, seventeen years, until this work went to press, June 10, 1965. Reminiscences, old newspaper clippings, photographs, and this past year, a concentration on the old newspaper files in the offices of the *Herald and News*, have constituted the foundation for our history. We especially want to thank Floyd Wynne, Managing Editor of the *Herald and News*, who made the old newspaper files available, without which this history as compiled, would not have been possible. We also want to thank Mr. Alfred D. Collier, Hal Ogle and the Klamath County Museum, for photos, information and their cooperation.

We have been troubled with a surplus of photos and information, rather than a lack; in fact, we have left on hand enough information and photos at this time, to print another book this size. We hope that before too many years elapse, someone will take up where this history leaves off, fill in the blank spots, use many of the photos left unprinted and bring the boating history of the Klamath country up to date.

Even now as this history is presented to the public, we presume there may be errors in it; probably we have inadvertantly stepped on someone's toes by mentioning something we should not, or by failing to give credit where credit is due. We could only print the information we had available or that was told to us; if anyone had other pertinent information we are only sorry that it was not made available.

It is our understanding that at least three other sources are preparing boat histories, and for that reason we have avoided certain subjects wherever possible.

Gathering this information has been an interesting excursion into the past.

To the steamboats, we offer our sincere sympathies, they pioneered, took on board passengers and freight, and in general opened up the region. The railroads came, and business slackened for the steamer. Then the highways and logging roads followed, with trucks taking over. Business slackened in turn for certain railroads and disappeared for the steamer. Only the pleasure boats remained.

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Klamath Echoes is published annually by the Klamath County Historical Society.
Address all communications to: *Klamath Echoes*, P.O. Box 1552, Klamath
Falls, Oregon, 97601.



THE COVER: The cover was drawn by Stephanie Bonotto Hakanson, also the artist for our first Annual. It is drawn from a true scene of an Indian dugout canoe on Odessa Creek, in the 1900-1908 period.

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—Maude Baldwin Photo

Tourists of yesterday buying Indian goods. At the old spring-house at Odessa.

The First Boats . . .

By DEVERE HELFRICH

The first authentic and documented entry of white men into the Klamath Country was the McDonald-McKay Hudson's Bay Company party, who left Fort Vancouver, August 20, 1825 (*Ogden's Snake Country Journal*, 1824-1826. The Publications of the Hudson's Bay Record Society. Page lvi.), and traveled as far south of the Columbia River as the present Kirk-Chiloquin area before returning northward (*Journal of Peter Skene Ogden: Snake Expedition 1826-1827*, Oregon Historical Quarterly, Vol. XI, No. 2, Page 211). They had returned as far north as the Warm Springs River neighborhood by December 9, 1825, when they were met by Peter Skene Ogden, who was headed inland with his 1825-1826 fur brigade. It appears that the McDonald-McKay party left no written record of seeing or using water craft of any kind upon the waters of this district. Ogden, however, on the above mentioned expedition, recorded the following on November 30, 1826 (*Ibid.* Page 210.): ". . . Mr. McKay proceeded ahead to an Indian village 3 miles distant (On Klamath Marsh, in a general southerly direction from the later day Lenz ranch). It was composed of 20 tents built on water surrounded by water approachable only by canoes, . . ." It cannot be doubted that the first mentioned trappers did see Indian canoes and probably did use them, but as stated, they apparently left no written record of it.

In so far as can be found at this time, the first written record referring to the use of water craft by white men, that would be of interest to this community was a near miss. During the winter of 1834-1835, Nathaniel J. Wyeth, with a party of men (*The Correspondence and Journals of Captain Nathaniel J. Wyeth 1831-1836*. Pages 237-249), having followed up the "river of falls called by the French 'Rivieu des Shutes,'" divided, and Wyeth with three men continued southward. At the point of

separation (a short distance downstream and northerly from Benham Falls, Wyeth and his men, over an eight day period around Christmas, built two canoes which the men called "Black Snake & Triton." On January 1st, 1835, they again started southward, in canoes this time, and passed up the Deschutes River to a point a few miles south of "a severe rapid" (Pringle Falls, west of present day Lapine). Wyeth and his small party penetrated to this point on January 14, 1835, in the dead of winter and under the most severe handicaps and conditions. They turned about here on that day and retraced their route to the Columbia River which they reached February 9th, 1835.

It thus falls to the lot of Captain John C. Fremont to be the first to leave an authentic written record of actually seeing and using boats upon the waters of the Klamath country. (*Memoirs of My Life* by John Charles Fremont. Belford, Clark & Co., 1887. Pages 483-494). On May 6, 1846, Fremont and his party on their second trip into the Klamath country, arrived at the outlet of Upper Klamath Lake in the forenoon. This spot is near the site of the Fremont Bridge across Link River within the city limits of Klamath Falls and the event is commemorated by a D.A.R. marker located nearby. In mentioning his arrival there, Fremont wrote: "It was inviting and I would have been glad to range over it in one of the Indian canoes." A few sentences later he further wrote: "Mr. Kern made the picture of it while we were trading with the Indians for dried fish and salmon, and ferrying the camp equipage across the outlet in their canoes."

On May 7th he again wrote: ". . . but now and then when the lake was visible a canoe might be seen glancing along." That Indian canoes were quite numerous on the Upper Lake is shown by Fremont's recordings on the succeeding days: "Before we had been two hours on the way many

canoes appeared on the lake, coming from different directions and apparently making for a point where the trail came down to the lake (near present day Shoalwater and Pelican Bays.). "As I rode up I saw a dead Indian sitting in the stern of a canoe, which the current had driven against the bank (present day Williamson River)."

It seems odd that, in a district so unknown and far removed from the few wildly scattered settlements then on the Pacific Coast, the next mention of boats should come but two months later. The Applegate exploring party of 1846, from the Willamette Valley, after unsuccessfully trying to cross the Lava Beds south of Tule Lake, on the morning of July 6th, turned northward along the high ridge separating Lower Klamath and Tule Lakes. One member of the party, David Goff, had become separated from the others in the Lava Beds and while keeping a lookout for him, Lindsay Applegate recorded some thirty years later (Notes and Reminiscences of Laying Out and Establishing the Old Emigrant Road into Southern Oregon in the Year 1846. By Lindsay Applegate. Oregon Historical Quarterly, Vol. XXII, No. 1, Page 23): ". . . we discovered a great number of canoes leaving the lake shore, under the bluffs and making for what appeared to be an island (Tule Lake Peninsula) four or five miles distant. We could see a lone horseman riding leisurely along the lake shore, approaching us. This soon proved to be our friend. The Modocs had discovered him in the lava fields, and probably supposing that the whole party was about to assail them from the rocks, they took to their canoes."

It has been stated (History of Jackson, Josephine, Douglas, Curry and Coos Counties. Page 205.) that shortly after the first Bloody Point massacre, which occurred in the latter part of August, 1852, Ben Wright and a party of twenty-seven men arrived at the scene. They "furiously charged the Modocs even in the midst of the tules, and attempted to cut them off from their boats. . . . The savages sought only to reach their boats and get out of range, . . ." Following

this battle, we find the first mention of a boat, other than a canoe, to be used by whites in the Klamath Basin. The hostiles were reported (Ibid, page 206.) to have sought "refuge on an island (presumably Snake Island or Tule Lake Peninsula). A boat was provided, being hauled out from Yreka, in which six armed men reconnoitered almost daily the savages' position."

A slightly different version (The Early Indian Wars of Oregon, by Frances Fuller Victor. Page 303,) of the 1852 affair at Tule Lake states: "Wright then went to Yreka and had boats built with which to reach the island, . . . on the arrival of Ross, Wright returned to Yreka, for supplies, and to bring out his boats. But he was unable to reach the Indians, who retreated to the lava beds, . . ."

During the following year, 1853, it is reported (Ibid, page 318) that "Captain John F. Millers company, . . . in the vicinity of Tule Lake they observed smoke rising above the tules, and thinking it came from fires on inhabited islands in the lake, constructed boats of wagon beds and went out to explore them, when they found a number of canoes filled with Modoc women and children, and containing fireplaces of stone and mud, at which were cooked the fish on which they subsisted."

From another source (History of Central Oregon. Page 930) it is recorded that, in 1853, a company under command of Captain Mack Bushy, ". . . encountered the Modocs in Northern California and defeated them. These Indians were driven to the shores of Clear Lake, where they took to their canoes and sought refuge on an island where they believed themselves safe from further pursuit. The soldiers, however, camped near the lake, constructed boats, attacked the hostiles on their island and again defeated them."

There seems to be a discrepancy someplace, for an 1853 emigrant writes (Diary of a Trip Across the Plains in 1853, by Velina A. Williams, supplemented by recollections of O. A. Stears in 1915. Forty Seventh Annual Transactions of the Oregon Pioneer Association. Appendix.):

"They were soon passing along near the border of Clear Lake and saw on its shores a number of boat or skiff that they afterwards learned had been used by the California Volunteers under command of Ben Wright, when pursuing some fleeing Modocs after defeating them in a battle the previous year." As to which date is right or wrong, or who was in command of the Volunteers, does not concern this history. It will be left to another time and place to discuss the merits of the various stories. These bits of history are given only for their reference to boats and their use in early Klamath Basin history.

The next day, while the emigrants were laying over at the soldiers' camp on Lost River, a doctor took "... some of the children on a fishing trip by canoe in the waters of Lost River but the pleasure of the trip was marred by the fear of the canoe overturning at every cast of the line by the ponderous doctor" (Ibid.)

Lieut. R. S. Williamson's survey party passed through the Klamath country in 1855, traveling northward from California. Lieut. H. L. Abbott, Williamson's assistant, recorded on August 12th (Explorations and Surveys for a Railroad Route from the Mississippi River to the Pacific Ocean. Vol. VI, page 65): "Rhett Lake (present day Tule Lake) is a secure retreat, where the savage can escape among the tule, in their light canoes, and defy a greatly superior force." Two days later, August 14th, upon reaching the lower end of Upper Klamath Lake, he recorded (Ibid, Page 67): "Two squaws came into camp in the afternoon, with a few fish which they had caught in the lake. We gave them some presents, and they paddled rapidly away in their canoes to spread the news."

In the meantime, Lieut. Williamson had circled Lower Klamath Lake by the old emigrant road and crossed Klamath River near present day Keno. Returning to the main party, he reached Upper Klamath Lake at its outlet, and in crossing Link River, recorded (Ibid, page 77): "We fortunately found two old canoes, and lashing

them together, formed a craft upon which we carried our baggage across."

On August 23rd, while crossing Williamson River near the point it issues from Klamath Marsh, Abbott once again recorded (Ibid, page 72): "... they were ferried across by squaws on canoes, paying the bucks for the accommodations."

Lieut. Abbott kept a personal journal (Abbott Railroad Surveys, 1855, by Robert W. Sawyer, Oregon Historical Quarterly, Vol. XXXIII, page 16.) in which he recorded: "August 21, . . . food, huts, canoes, themselves in lily pads." "August 23, forded deep stream . . . Squaws helping with canoes."

Lieut. H. D. Gibson of the same party also referred to this crossing at Klamath Marsh (Transactions of the Fifty Fifth Oregon Pioneer Association. Letter, under date of Nov. 23, 1855.): "Quite a number of the Indians, however, came into our camp in the evening, and the next day rendered us a great deal of assistance in crossing the river—guiding us to the ford and furnishing us canoes to convey our packs."

On April 30, 1857, we find the mention of an entirely different water craft. On that date, Mart Frain arrived at Link River from Yreka, to trade and barter with the Indians (History of Central Oregon. Page 931.): He "swam his mules across the river and a squaw conveyed his beads and saddle over on a tule float, which had in the center a hole through which she thrust her limbs, using her feet as paddles."

In 1862, we find evidence of a water craft of yet another kind, in so far as can be learned, the first built by whites in this territory. A newspaper item (Yreka Semi-Weekly Journal, Dec. 31, 1862), states: "A ferry has lately been placed at the emigrant road crossing on Lost River, near the natural bridge. The natural bridge is covered with water too deep to render it fordable on account of the large amount of water running from the lakes, which were so greatly swelled by the vast quantity of snow and rain last winter. Considerable travel is expected over this road and ferry

towards the Humboldt next spring, and also towards John Day, Powder and Boise rivers. A bridge has been built over the slough (Lost River Slough, south of present day Henley) for the accommodation of the travel to the Northern mines, and the present mild winter will, no doubt, render wagon travel easy and practicable in the spring."

Fort Klamath, the first permanent settlement in the Klamath region, was established in the fall of 1863. The original garrison stationed at the post being Troop C, First Oregon Cavalry, under the command of Captain William Kelly. They entered the Klamath country over the old Rancheria Trail, north of Mount Pitt, now officially called Mt. McLoughlin (History of Central Oregon, Page 933), over a route and to a location selected by Colonel C. S. Drew. It has been written (History of Klamath County, Page 73) that: "During the early days at Fort Klamath the Upper Lake was called into requisition as a thoroughfare." This statement in the past has been rather indefinite, however, information has now come to light that more or less substantiates it, which follows (Yreka Journal, May 19, 1865): ". . . Bob Whittle lately transported 1300 pounds of freight in a boat on the Klamath Lakes towards Fort Klamath. The freight was taken to the lakes from Yreka, and is the first attempt of the kind ever made."

One week later (May 26, 1865), the same source reported: "Capt. Kelly and some of the soldiers had a sail on the lake, to Link river, rowing 40 miles, but in returning had a fair wind, and it was blowing fresh. Capt. Kelly can handle a company of soldiers but is not familiar with a Whitehall sailboat. Missing the channel of the river in coming in and bringing her to, we turned turtle and spilled the Captain and four of us into the lake. He will not go out without old sailors again. It was a rough lake, but he took it in good part and the boys had a good laugh on shore. The lake is about 40 miles long, 5 to 25 miles wide, from 8 to 15 feet deep, and full of fish."

Evidently the transportation of goods by boat on the Upper Lake was successful enough to bring about agitation for a freight route to be established between Yreka and Fort Klamath, as witness (Ibid. June 30, 1865): "The road from Jacksonville to Fort Klamath, by which the Fort receives its supplies, is a hard one to travel, with only about 12 feet of snow on it at present. Capt. Kelly has sent out a detachment to clear the road, so that supplies can be brought through. The Fort should be supplied from Yreka, as it is the nearest and easiest point, with half the distance by water on the lake, and no snow except in winter, when it is not deep enough to prevent travel."

In compliance with the terms of the Council Grove Indian Treaty of 1864, the newly appointed Indian Agent, Lindsay Applegate, and his assistants, after a two year delay, arrived in the Klamath country in 1866, by way of the old emigrant road from Rogue River Valley. On May 9th, their heavily laden wagon, pulled by four yoke of oxen, reached head of Link River at the Indian village of Eulalona. It contained their personal equipment and camp supplies, axes, wedges and other tools for splitting logs and building cabins, an assortment of vegetable seed and seed grains, a breaking plow and other tools for gardening and farming.

One source (History of Central Oregon, Page 936) states they crossed by "swimming the cattle and horses, and ferrying the wagon and goods over in Indian canoes."

Another source (History of Klamath County, Page 47) states: "... Here a small boat had been installed for the convenience of the pony express—a boat designed to carry men and horses only, and just long enough to accommodate the wagon without oxen. The animals, therefore, were compelled to swim across, but the party was duly grateful that the wagon was not compelled to swim also."

At that time a pony express carrying dispatches twice a week between Fort Klamath and Henley (near present day Hornbrook, California) crossed Link River at

the outlet of Upper Klamath Lake.

It is further stated (Ibid. Page 47) that upon reaching and following down Williamson River, "they came at last to water that was calm enough to be easily and safely crossed in canoes, and the canoes were here in force, in lieu of any such convenience as a ferry boat. The wagon was unloaded and taken completely apart and the Indians gaily conveyed the whole equipment across in their canoes, literally piece by piece, . . ."

It has been written (History of Central Oregon, Page 976) that George Nurse, founder of Linkville, "...securing a 'permit' from the government in the spring of 1867 he ran a ferry across Link river (at approximately the location of the present bridge on Main Street). This work was done under the supervision of Mr. Edgar Overton and was begun in March. Nelson Stevenson, a carpenter, did most of the work in building the ferry boat.

Mrs. Seely, former Curator of the Klamath County Museum, in an unpublished document, writes but does not give the source of her information: "Overton worked for Nurse and Miller in several capacities, one of them being operator of the ferry." Mrs. Seely further wrote but again gives no source for her statements: "Under the direction of Overton, who appears to have been interested with Mr. Nurse in his adventures, lumber was rafted down from the fort that summer, and the pioneer building in Linkville, a little box lumber cabin was constructed. . . ."

At about the same time (History of Central Oregon, Page 938), Wendolen Nus, who had spent the winter of 1866-67 on the west side of Upper Klamath Lake, about three miles north of later day Linkville, removed to a point about two miles south of the present city of Klamath Falls, and on the east side of Klamath River. Here he built a cabin and ran a ferry across the river. This site was probably the same as the later Merganser bridge, now approximately the Kesterson sawmill location.

There is mention of three other ferries that directly affect the Klamath country.

First (Yreka Journal, May 1, 1868): "...Nourse's ferry on Link River is doing a thriving business from the travel, and we understand another ferry is to be placed on Lost river shortly by C. J. Dorris, whose cattle are in that section." Second (Ibid, June 26, 1868), Killibrew's Ferry across the Klamath River in Siskiyou County, upstream from Fall Creek, and now under the waters of California Oregon Power Company's reservoir. It was over this ferry that much of the early traffic passed on its way to the Klamath country before the Topsy Grade was constructed. Third, it is told by several old timers (Statements of Chas. Snowgoose, Bryce McCormack, George Ager and Dan Doten), that there was once a ferry at Keno, about one-fourth of a mile below the present highway bridge, or at about the location of Power Company dam below the bridge.

To wind up the history of the ferry most closely connected with our community, we find the following newspaper article (Yreka Journal, June 17, 1869): "...Nourse's bridge across Link River will be completed by the first of July. . . ."

On the opening day of the Modoc War, November 29, 1872, at the first sound of trouble in Captain Jack's camp, it has been written (Wigwam and Warpath or the Royal Chief in Chains, by A. B. Meacham. Page 170) that the Modocs on the north side caught up their guns and rushed down to the river, "intending to reinforce Captain Jack. The citizens sought to prevent them getting into their canoes; . . ."

Regarding this same event, Ivan D. Applegate gave a "graphic report" (History of Central Oregon, Page 952) of the opening of the Modoc War and stated: "...Hooka's men made a rush for their canoes, evidently to reinforce Captain Jack, . . ."

Following the opening battle, Captain James Jackson, on December 2, 1872, made a second report (Ibid, Page 953) which stated: "...I took what men could be spared and had the dead and wounded carried to the river bank, and from there canoed to Crowley's ranch, half a mile below."

The Army's disastrous attack of January 17, 1873, upon Captain Jack's Stronghold,

resulted in Col. Frank Wheaton ordering all forces withdrawn to bases at Lost River, Clear Lake and Van Brimmer's ranch. From the latter place, Wheaton sent a telegram to General Canby at Vancouver; then called a council of his officers and asked them to write out their suggested plans of how best to attack the Modocs. Following are portions of 1st, Wheaton's telegram; 2nd, Mason's plan; 3rd, Bernard's plan; and 4th, Green's plan. (These reports are all from transcripts made by the late Edith McLeod, of microfilm copies of documents deposited in the National Archives, Washington, D.C.):

1st Camp near Van Brimmers,
Jan. 20, 1873.

"I think future operations against the Modoc stronghold can be greatly facilitated and expense saved by boating our supplies across Tule Lake to troops on either side when we plant batteries and storm their position. Use of boat and barges will save distance and avoid hauling and packing supplies over bad roads.

"From my new proposed field depot on Lost River we can launch everything required. I need four whitehall row boats, oars, etc. as soon as they can be forwarded from Jacksonville. Rough flat boats I can have cheaply made by an expert here if you authorize me to do so."

Col. Frank Wheaton

2nd Lost River Ford, Jan. 27, 1873.

"It is my opinion that the attack should be made upon the east side of the Modoc position and that troops and supplies should be transported by water. I would make a landing at the rock where Capt. R. F. Bernard had his hospital during the late movement... I would shell the Indians... and with mortars from the boats... The reasons for using the lake are numerous:

- 1st The troops can be landed at the scene of action without fatigue.
- 2nd The supplies can be landed without escort.
- 3rd The wounded can be moved without pain.
- 4th Communications can be had with the west side of the Modoc position, if

desirable, without trouble or risk.

5th The Indians can procure water only at great risk, being exposed to the fire of the gunboats.

"In moving the troops from this place, I would march them to the Island in the lake, and transport them from that point by boats."

Edwin C. Mason
Bvt. Col. U. S. A.

3rd Camp Applegate Ranch,
Jan. 30, 1873.

"... Grain could be supplied by pack train if there is no boats put on the Lake, and by Boats if there is any... If one of the boats from the Big Klamath Lake could be put on Tule Lake, the troops in this position could be easily supplied from Lost River or the Island."

R. F. Bernard
Captain, 1st Cavalry

4th In the field, Jan. 30, 1873.

"... asking my views... in my opinion, ... that those making the attack from East and West, should be moved and supplied from Lost river and Tule lake, as thus will be saved large guards, necessary for pack trains..."

John Green, Major
1st Cav. Commanding.

As a result of this unanimous opinion of his officers and himself, Wheaton evidently thought his course as how best to proceed against the Modocs, was clear. Accordingly, he sent the following telegram to General Canby at Vancouver:

Telegram, Jacksonville, Jan. 31, 1873.

"... do you approve my purchasing 2 two flat boats for moving supplies here for about 350 three hundred & fifty dollars for the two and making two cheap ones here for moving howitzers."

Frank Wheaton,
Lt. Co. 21st Infy.
Commanding District
of the Lakes.

Wheaton, much to his surprise, received word the same day, that he was relieved of his command, but was to remain in charge of the District of the Lakes.

It seems that Canby was deeply disturbed by the defeat of the army, and the only solution to him was a change in leadership.

In addition, Canby was directed by the Secretary of War, to cease offensive operations against the Modocs. Wheaton therefore, was replaced by Col. Alvan C. Gillem as commander. The latter almost at once sent the following telegram to Canby:

Lost River, February 11, 1873.

"... In regard to the use of the boats, I am not prepared to recommend their use. The breaking up of the command into more detachments than are absolutely necessary, will not be done, nor is it apparent that the troops in boats will be less exposed in their attack than when approaching on land—the lava beds, extending down to the water. The furnishing of guards, boatmen, etc., it will be perceived, would be a very material tax on the very small companies of the command. I desire to concentrate my efforts as much as possible—I do not believe it practicable to transport Whitehall boats from Portland or Redding to the Lakes—

Alvan C. Gillem
Co. 1st Cav. Commanding.

Whatever the reason, the boats seem never to have been built, although there is evidence that two or more boats were in use, one of which at least was a Whitehall row boat.

A somewhat questionable and indefinite statement has been made (supposedly written in the Ashland Tidings, December 15, 1882) that "... John Gleim built the first boat on Klamath Lake during the Modoc Indian War, using it to transport supplies from Fairchilds to Linkville."

In a recent publication (Pacific Northwest Indian Wars, by Ray H. Glassley, Page 191) it has been written that, following the fight in the Lava Beds on April 14, 1873: "Dead and wounded were carried away, some on stretchers to boats on the lake by which means they were transported to the hospital tents at camp; ..." This was entirely possible, but this writer has been unable to find any record to substantiate this statement.

After the massacre of the Peace Commissioners on April 11, 1873, Mrs. A. B. Meacham, who had arrived in Linkville,

was sent a letter (Wigwam and Warpath, Page 551), from her brother, dated:

"Lava Beds, Saturday, April 19, 1873,
... We will cross the lake in a boat.
(Signed): D. J. Ferree."

On April 21, 1873 (Ibid, Pages 558-561), a "small white hull boat" set out from Gillem's camp on the southwest end of Tule Lake for the mouth of Lost River with the critically wounded Meacham. Also in the boat were Old Dad Fields of the Sacramento Record, D. J. Ferree (Meacham's brother-in-law), Dr. Cabanis, and several soldiers to do the rowing. After considerable hardship in bucking the wind and waves, they safely reached their destination.

At the close of the war, with the breaking up of all camps, it became necessary to transfer the wounded to Fort Klamath. This presented a problem which was solved, in part at least, by boats, as the two following military orders (National Archives records as before noted) indicate:

Hd. Qrs. Fort Klamath, Og.
June 11, 1873.
Orders)
No. 23)

There being no ambulance or spring wagon at this post for the conveyance of sick, the A. A. Q. M. of this post is hereby authorized to hire a sufficient number of canoes to convey sick from Free's ranch at Modoc Point to near this post on Wood River, no more than four sick to be placed in each canoe, the rate of compensation not to exceed thirteen dollars and thirty-three and one-third cents per canoe.

Rob. Pollock
Capt. 21' Inf.
Comdg.

Special Orders)
No. 61.) Camp Tule Lake Peninsula
June 15th, 1873.

II. ... for the movement of the sick and wounded as above directed: Lieut. Greenough will provide boat transportation for them around Modoc Point to Fort Klamath, Ogn: ...

L. Co. Frank Wheaton
(Signed F. A. Boutelle,
2nd Lieut. 1st Cav.)
A A A Gen.



—Maude Baldwin Photo

The old and the new. Winema at Pelican Bay.

Reprinted from "History of Klamath County, Oregon" Early Transportation . . .

Chapter XIII — Pages 73-75

By RACHAEL APPLGATE GOOD, 1941

From the earliest times of which we have any definite knowledge, boats were the leading means of transportation in the "Lake Country". Both Ogden and Fremont speak of the scarcity of horses among the Klamaths, but the latter explorer, and the South Road party as well, have plenty to say about Indian canoes.

During the early days at Fort Klamath the Upper Lake was called into requisition as a thoroughfare. George Nurse rafted lumber thence for his buildings at Linkville in 1867, and we have two narratives regarding a trip from Agency Landing to Link River by "Whitehall boat" in December, 1868, when some soldiers from the

fort went to gather the produce of a garden they had planted at the lower end of the lake in the spring. The garden was at "Burnett's Point," and had produced abundantly enough to take six men five days to harvest and load the crop on a flat boat built by "Mr. Canley of Rogue River Valley" for freighting and capable of carrying fifteen to twenty tons. The story of how this ponderous boat, rigged with both sails and oars, became frozen in ice an inch and a half or two inches thick on the return journey and how it was finally worked far enough up Williamson River, through floating logs and obstructions of all kinds,

to have its load shifted to wagons from the fort, makes an interesting tale.

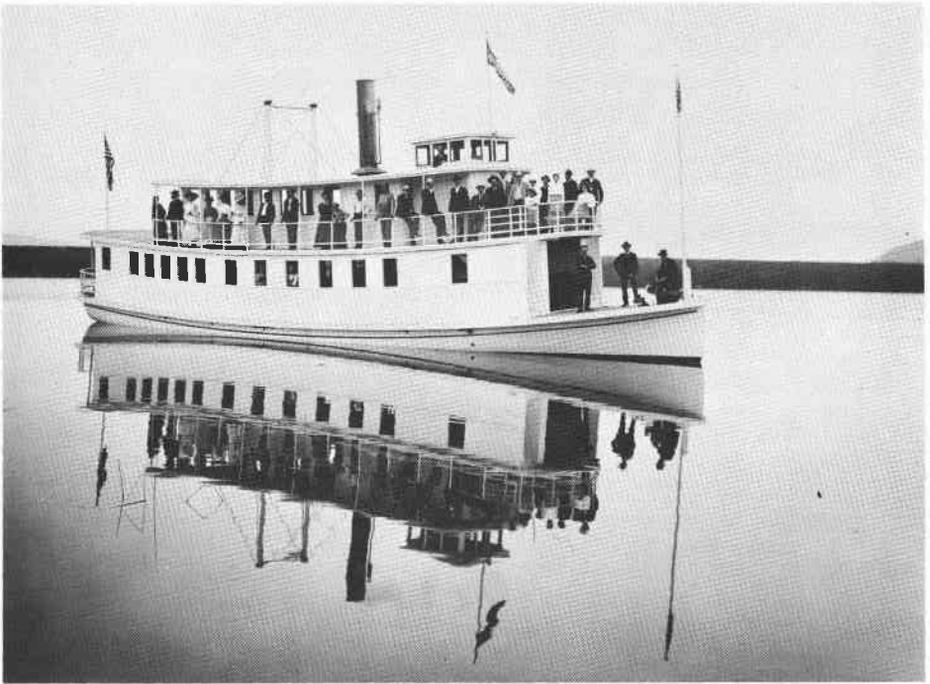
Another interesting boat tale is that of a unique honeymoon trip in 1871. George W. Loosley, long of Klamath County but now of Ashland, says that soon after the road from Pelican Bay to the "Dead Indian" was opened by Captain O. C. Applegate and a band of Klamath Indians, as related in a previous chapter, Samuel Grubb, then an employee on the reservation, built a flat bottomed scow about 16 feet by 40 feet for hauling freight across the Upper Lake from Pelican Bay to Kowasta. This boat was propelled by a two-horse treadmill and was thus the first power boat on the lake. Mr. Loosley says that it carried Captain Ivan D. Applegate and bride and wedding guests—a gay group of young people from Ashland—across the lake and that this was the only trip he knows of its making. At least, he says, its life of usefulness was short. The bride concerned told the story to the Ashland Daughters of the American Revolution several years ago and said the boat was 10 feet by 25 feet and propelled by two sets of oars and a sail (which was torn to tatters by the wind). Both agree that there was trouble on the voyage. A storm coming up, the boat was blown out of its course and almost swamped, and only by heroic use of the oars was it brought to the point of "a rocky island" (Annie's Island) where the party spent the night without blankets around a campfire. After another day and most of the following night on the lake they arrived at Kowasta to meet the report that they had all been drowned. . . .

George W. Loosley continues with the following reminiscences:

"In 1872, when we first arrived in the Klamath Country, there was a small sail boat on the Klamath Lake between the head of Link River and points north on the two lakes (Upper Klamath and Agency Lake) and Williamson River. The boat was perhaps forty feet long and ten feet wide with a keel bottom and was owned and operated by a man named Moody, who had been a sailor on the salt water. The boat was named the Mary Moody, for the owner's

Indian wife. (A relative says that the boat was named Maggie Moody for Mr. Moody's daughter.) There was not much freight to transport on the lakes—some lumber bought of the Indians at the Agency and hauled to Linkville and some goods for the stores (one at the Agency and one at the Fort) and at times military supplies for the Quartermaster at the Fort, since the road around Modoc Point was not much more than a trail. Pack trains of mules were often used there instead of wagons. About 1876 Joe Ball, who was living with an Indian wife, became the owner of the Mary Moody, and he continued to operate the boat until about 1879, when H. M. Thatcher and Sykes Worden built the steamer "General Howard." This steamer, 65 feet long, with 12 foot beam, drawing four and a half to eight feet of water, with 40 horsepower engine and four foot propeller, cost the owners about eight thousand dollars. Mechanics were brought from San Francisco to build the boat, the boss ship carpenter being the man who made the patterns for the Merrimac, of Civil War fame. It was built to answer the need of a steamboat to tow logs from Pelican Bay for the sawmill just built on Link River by W. S. Moore and sons. In 1880 George Loosley and George Nurse bought the General Howard from the original owners, and about a year later George Loosely bought George Nurse's share, which has given rise to the belief that Mr. Loosley himself built the General Howard. Associated with George Loosley in the boat business was his brother, John F. (Fred) Loosley. In 1884 the two built a flat bottomed stern wheel boat called the City of Klamath to navigate Wood River, but, failing of a Congressional appropriation for the improvement of the bar and deepening of the channel, they soon gave up the navigation of this stream. Other attempts at navigating Wood River were made in later years, but never proved successful.

About 1889 a man named Captain Dustin or Deskins operated a boat on the Klamath River called the Mayflower. This stern wheel steamboat, according to C.



—Maude Baldwin Photo

Steamer Klamath on the Klamath River below present day Weyerhaeuser Mill.

Snowgoose of Keno, passed into the possession of Thomas McCormack, Keno sawmill owner, in 1891 and was used for hauling lumber across Lower Klamath Lake, returning to Keno with cargoes of hay. This boat later sank, after which Mr. McCormack built the Canby to use for hauling lumber to Klamath Falls, the boat for whose benefit it is said the old Merganser bridge at the site of the Kesterson mill, once a contemporary and rival of the George Nurse bridge at Linkville, was finally removed. About the turn of the century the steamers "Oregon" and "Hobson" were making regular trips to Pelican Bay, the latter carrying men "to cut logs for Moore's mill." In the summer of 1901 the two-deck steamer "Alma" was making regular trips to Budd Springs, Pelican Bay, and Agency Landing, and in July of 1902 started regular Sunday excursions.

This seems to be the opening of the era of excursion boats, a chapter in our history

remembered with a certain nostalgia by those who were young in those days. The all-day leisurely trip on the Upper Lake with its thrilling mountain scenery, the stops at beautiful Eagle Ridge Tavern, Odessa, Rocky Point, Pelican Bay (Later Harriman Lodge), the music furnished by the Klamath Falls Band, which sometimes sponsored excursions for the benefit of its treasury, the annual high school picnics when the whole student body, or at least the Junior and Senior classes, could be accommodated on one boat chartered to carry them to some forest pleasure ground—these experiences were yesterday, and it is hard to remember just when Klamath County youth discovered that boat travel was too slow to be fun and that the automobile was the only proper medium for going places. The steamer Winema, the most famous of the old excursion boats, built by Totton and Hansberry and launched on February 2, 1905, was 125 feet long, with 22 foot

beam and two decks. Riding a little too high above the water for safety in the wind squalls that sometimes sweep down from the mountains (she once blew ashore and partly tipped over in the summer of 1907), she was still the pride of the lake. She was operated as an excursion boat as late as the Summer of 1916 and finally burned at her dock near Shippington in April, 1925.

Meanwhile boats were taking a more important part in the problem of transportation to "the outside," as Klamath people called all parts of the world lying beyond her mountains. In 1903, S. V. Short and George H. Woodberry, formerly captain and purser, respectively, of the Columbia River steamer Dalles City, brought in by wagon two gasoline launches, the Tule and Ewauna, to carry freight and passengers on the river below Klamath Falls. By the summer of 1905 we find Mr. Woodberry associated with M. G. Wilkins in the Klamath Navigation Company, which launched the steamer Klamath on August third for service between Klamath Falls and Lairds Landing on Lower Klamath Lake. At this time the McCloud River Railroad was building toward that point, and the steamer became a link in the following transportation

system: Steamer Klamath from Klamath Falls to Lairds Landing (50 miles); horse Stage to Bartles on the McCloud River Railroad (45 miles); train to Upton on the Southern Pacific (53 miles). This system was supposed to enable a passenger to leave Klamath Falls after noon on one day and to arrive in San Francisco the following morning; one of the advantages urged for it was that the stage trip would grow steadily shorter as the railroad approached Lairds. During the years from 1905 to 1909 the transportation system was constantly changing, as rival railroads and stage companies contended for the freight and passenger traffic, but that is another story. The steamer Klamath continued to play its part in the shifting scene until Klamath Falls had railroad connections and then was moved to the Upper Lake and used in carrying passengers from Shippington to Agency Landing, where they met stages for Crater Lake. As boats gradually go off the scene, except for towing, dredging, etc., rails loom larger in the picture. At various times in her history the hearts of Klamath County people were elated by railroad prospects, only to be left deflated later.

As Told to Me . . . by George Stevenson

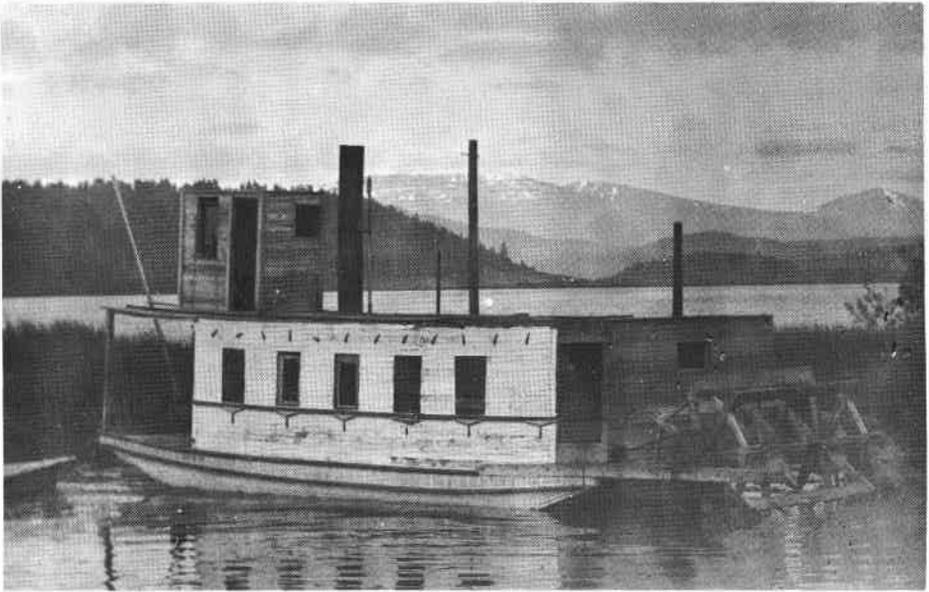
April 12, 1953

I bought the old dredge from Southern Pacific in 1914. They had used it building the Ady fill across Lower Klamath Lake. Must have moved it to the Upper Lake about 1908. I think it was shipped in from around the islands around Stockton. Its name was the *Klamath Queen*. The Southern Pacific used it on their right of way along the Upper Lake. I bought it after that work was finished. I used it on building dykes; built about one hundred miles

Recorded by Devere Helfrich

of dykes on the Upper Lake and Agency Lake. It was 40 feet by 80 feet, with A frames, spuds, gravity swing, Stockton type. Had a 125 foot boom, steam engine and a three yard bucket.

I sold it to the California Oregon Power Company about 1926 or a little later. They renamed it the *Cardinal*. COPCO also had another dredge, the *Grady* or *O'Grady*, I think. It was much larger than the *Cardinal*, a six yard bucket and 175 foot boom.



—Maude Baldwin Photo

Unknown boat on Upper Klamath Lake. Thought to be Mud Hen.

Reprinted from "Oregon Historical Quarterly," March, 1947 Upper Klamath Lake Boating . . .

At the meeting of February 19, 1947, Fred Brown of Crystal gave an excellent paper on the history of transportation on Upper Klamath Lake. Mr. Brown is well qualified to speak on this subject as his father settled on the western shore of the lake in the 1890's. A digest of his paper follows:

"Boating on Klamath Lake has had a varied existence, ranging from the dugout canoe the Indians, used by them for hunting, fishing, and gathering 'Wocus'---a term applied to the seeds of the yellow pond-lily--to the high-powered speed boat of today.

"When Fort Klamath was established in 1863, the supplies had to be brought in from Jacksonville, Oregon, by pack train of mules and horses over the old Rancheria Trail which crossed the mountains just north of Mt. Pitt. Later, to shorten the long

trek around Klamath Lake, some square rigged 'wind jammer' barges were built, one of which was 10 feet by 40 feet, and another 16 feet by 60 feet, to carry the freight from the location of the present Rocky Point Post-Office to the old Agency Landing. These barges were sailed on the open lake and propelled by pike poles on the streams. They were later owned and used by Daniel G. Brown in connection with his ranch at the head of Crystal Creek.

"As time progressed and settlers moved into the Klamath Basin a wagon road was opened up and Linkville (Klamath Falls) established. The base of supply shifted to that point.

"The first steamboat to appear on the lake was the *General Howard*. According to reminiscences of George W. Loosley, as recorded by Rachel Applegate Good in her 'History of Klamath County,' the *General*

Howard was built in 1879 by H.M. Thatcher and Sykes Worden. It was 65 feet long, 12 foot beam, drawing from 4½ to 8 feet of water with a 40 horsepower engine and 4 foot propeller, and cost the owners about eight thousand dollars. Mechanics were brought from San Francisco to build the boat. The boss carpenter had designed the *Merrimac* of Civil War fame. This steamer was purchased from the original owners in 1880 by George Loosley and George Nurse and one year later Mr. Loosley bought out Mr. Nurse's share.

"Associated in the boat business with George Loosley was his brother John F. (Fred) Loosley. In 1884 the two brothers built a flat bottom stern wheel boat called the *City of Klamath*.

"Edward K. Loosley, son of George W. Loosley says that his father had a contract for hauling supplies to Fort Klamath but the *General Howard* steamboat could not be operated successfully because it drew too much water, thus the *City of Klamath* was built, using the same machinery as had been in the *General Howard*. The second boat was successfully operated until the soldiers left Fort Klamath and the immediate need for a freight boat no longer existed. About this time Mr. Loosley traded his boat for a good span of horses.

"About 1897 the *Lottie C.*, another small steamboat or launch which had been operating on Klamath River between Keno and Klamath Falls, was moved to Upper Klamath Lake. It was owned by a man named Clanton, and later operated by Bird Loosley. It was rather short lived after coming to Klamath Lake.

"In the late 1890's and early 1900's there were several small boats, mostly barges equipped with steam engines and stern wheels, to do necessary freighting and towing on the lake. These were operated by Baldy Richardson, Louis Dennis, Bert Wilson, Dan Griffith, and others. They bore names *Oregon*, *Hobson*, *Alma*, *Mud Hen*, *Hornet*, *Hooligan*, *North Star* and *Eagle*.

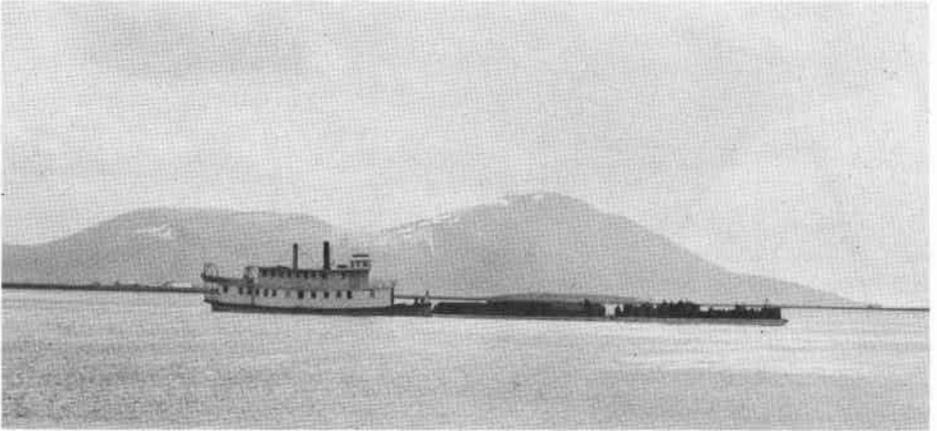
"In the summer of 1904 the largest steamboat to ever ply the lake was built: the *Winema* by John Totton and Harry Hansberry, experienced steamboat men from the Columbia River. As the *Winema* began to take shape---125 feet long over all and 22 feet 6 inches wide, with three decks and cabin accommodations---there was much conjecture among the residents of Klamath as to what such a boat would do on the lake. It was propelled by twin steam engines connected directly to the stern wheel, and of necessity, to operate in the shallow waters of the Klamath Lake had to be built with a minimum of draught---22 inches when empty.

"It was a great day for Klamath when, in the spring of 1905, the *Winema* was launched and prepared for her maiden run. Thereafter, a daily schedule was established. The *Winema* called at every accessible point on the lake, hauling freight of all kinds, and passengers. And each Sunday the boat would be loaded to capacity for a big excursion.

"The three decks high and the shallow draught came near being the undoing of the *Winema*. In the spring of 1906 after taking a heavy load of freight up the lake, she was returning without ballast and only a few passengers when a gale of wind off Eagle Ridge caught her and blew her over in 12 or 15 feet of water. As the boat went over the passengers and crew climbed out on top, where they remained while the Captain paddled ashore and went for help. After that experience the third deck was removed. She served for many years to furnish a worthy chapter in steamboating, being destroyed by fire in 1925, as she lay in drydock in Klamath Falls.

"In 1909 the *Mazama*, a small twin screw steamboat, was put into operation on a run from Klamath Falls to the town of Fort Klamath. This entailed a run up Wood River, a narrow and very crooked stream.

"About this time gasoline launches became very popular and for a number of years everyone living adjacent to the lake



—Maude Baldwin Photo

The Steamer Klamath pushing two barges on Lake Ewauna sometime during the 1905-1909 period.

had his own launch. These varied in size from a rowboat powered by a small engine to cruiser cabin launches 35 to 40 feet long.

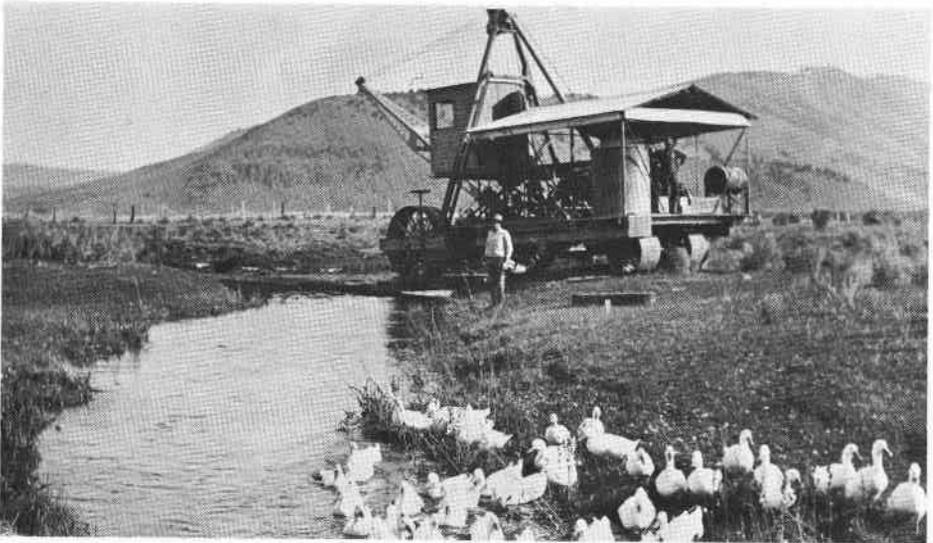
"As the lumber industry on the lake developed the need for more dependable tugboats was apparent, and in 1910 Anton Wickstrom and John Linman built the *Modoc*, 16 foot beam and 60 feet long, with a draught of 34 inches, with stern wheel. Her boilers were originally wood burners but converted to oil in 1918. In 1914 after Wickstrom and Linman dissolved partnership, Captain Linman built the second towboat, the *Wasp*, 13 feet by 50 feet, with a draught of 26 inches. The machinery for the *Wasp* had formerly been used in a boat on Tule Lake.

"Captain Wickstrom had started a sand business in 1909 to meet the requirements of a rapidly growing city. He towed barges up the lake to the mouths of Williamson River and Wood River and there loaded with sand sucked from the lake bottom. The water drained away leaving a product much in demand by the building industry. His boat, the *Eagle*, was steam propelled and he used the same power for operating his pump.

"During the years that followed, Captain Wickstrom expanded his business to include the hauling of volcanic cinders from Coon Point on the west side of Klamath Lake. These cinders have proven to be of superior quality for road surfacing. In fact, as this paper is written in 1947, a company is towing barge loads of cinders across the lake to be used as ballast on Southern Pacific railroad lines.

"In 1905 the Klamath Navigation Company had built the steamer *Klamath* on Lake Ewauna for hauling freight and passengers from Laird's Landing to Klamath Falls. It was 75 feet long and 18 feet wide, a double deck freight and passenger boat, of the screw propeller type. When the railroad was completed into Klamath Falls the steamer *Klamath* was no longer needed for this run and was moved to Upper Klamath Lake for passenger service. Pelican Bay Lumber Company later bought the steamer to use in towing logs to their mill.

"With the development of good highways, motor cars, and trucks, boating on Klamath Lake decreased until today only a few pleasure boats and small diesel-powered tow boats are to be seen where the larger craft were once so necessary."



Lost River Slough at low water. Looking east toward Stukel Mt. —Priest Photo

As Told to Me . . . by Ivy Emmitt Propst Drew

February 3, 1948

My father came from the Roseburg country. He forded the Klamath River at Merganser (Kesterson Mill) in 1875. My father's brother was killed by the Modocs. Father built the wagon road from Keno to the state line and the Topsy grade about 1889. He was Robert A. Emmitt. There were two bridges across the Klamath River below the Topsy Grade, the upper one was known as the Frain bridge and I do not believe was a wagon bridge, but the one at Shovel Creek was.

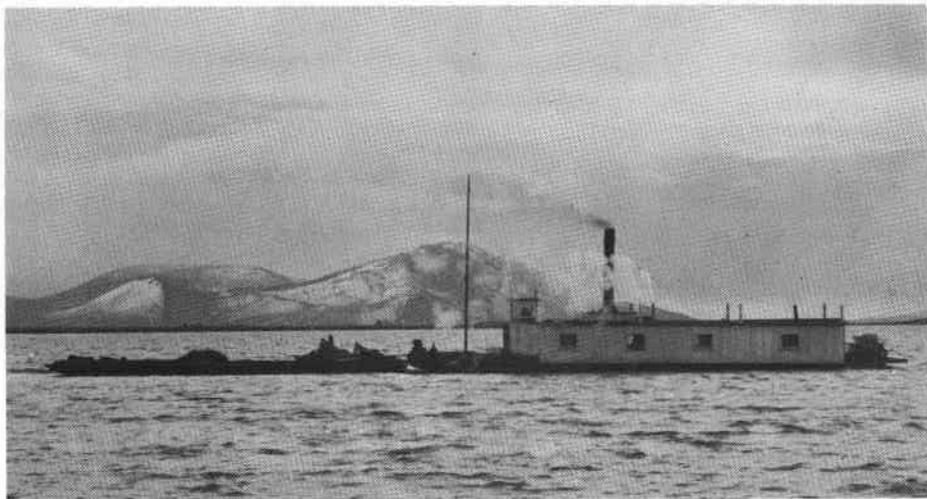
The McCormack stern wheeler was the *Mayflower*, and I rode on it on its maiden trip. The trip started from Keno at 4:00 A.M., up the Klamath River to near Merganser where it left the river to follow the Lost River Slough to Lost River. It then followed down Lost River to Tule Lake and landed at Adams Point. A picnic was held there, and the return trip was made by the same route. We arrived back at Keno at 12:00 midnight. Either going or coming, I don't remember which, the *Mayflower* became stuck in the mud and tules of Lost

Recorded by Devere Helfrich

River Slough. All hands got out and worked, finally got loose and went on. Somewhere in the slough on the return trip I captured a number of goslings, took them home and the next morning they were scattered all over the house. This was in 1889 when I was about eight years old.

I remember at one time the Topsy school had but one pupil, Vera Frain (Clemmons).

I traveled through Bend before there was a Bend there. I was with my father who was surveying in the Wapinitia country. I also remember another time, my father took some thread from a spool my mother had, and with a bent pin, caught enough fish out of Keene Creek for a meal for all of us. I also remember when Wren Frain, who was about sixteen years old at the time, was working for my father on Topsy Grade. He used to let my sister Charm and myself try to ride him, and would buck us off. He was a fine boy and man. I think the first post-master of Topsy was Major Overton, who lived at the top of the grade.



—Maude Baldwin Photo

Thought to be the first Canby on Lake Ewauna. Possibly could be *Mayflower*. Around 1905-07 period.

As Told to Me . . . by Bryce McCormack

July 26, 1952

Recorded by Devere Helfrich

I was born in Kansas in 1875 and came to Oregon when I was eight. We lived for a time at Portland before coming here.

At one time we lived at Cooper Stage Station, and I had my first fight there. I went to the first Keno school when I was fourteen. It was held in Bing Grubb's smoke house. There were no desks, so we had to sit around the room on benches. The old smoke house stood on the east side of the pine tree at the base of the hill, where the highway swings to the right after passing under the Weyerhauser railroad. Bing Grubb's house sat on the opposite side of the pine.

The next year a schoolhouse was built on an acre of ground a short distance westward along the old Ashland road. I got \$5.00 each for digging the holes for the boys and girls privies.

At various times I worked at all the old mills and on all the old boats. My father

owned the *Mayflower*, also the *Canby*. The first *Canby* had a rope drive. The only thing out of the first *Canby* used in the second was the boiler. The second *Canby* was run by two upright engines, one on each side. There was another little stub of a boat called the *Captain Jack*. It was a stern wheeler but was no good, and the man who built it never did anything with it. Captain Ball built the *Buffalo*, the only stern wheel gas boat on the river.

When I was on the *Canby*, the *Klamath* felt they were the fastest on the river. We knew one day that they were laying for us, so when they backed out from the dock and got squared away we had steam up and were ready for them. We tied the safety valve open and took off. When the *Klamath* tied up at the dock at Teter's Landing we were right there with them.

I fell trees at Old Snow. It was just a logging camp. I think it was named after

the man who owned the camp, Snow. It was about three miles from the top of the chute. Bud Inman was the engineer on Old Blue. When a man was sent out on a job and took too long he was sent to jail. That's what they called peeling the logs. After a week of that you went back to your regular job. Ed Way was the best barker that ever struck the hill.

My wife was born in 1890 and the old Bonita school was there before that. She went to her first school there in 1897. My sister Bertha once taught there. Annie Roscoe also taught there.

Connely who had a sawmill below Ellingson's mill made so many trips to Klamath Falls and had to pay toll to cross the bridge here, until he got tired of it. He built a bridge about a mile below here on the bend, and everyone else used it too, as it was free.

I saw a shooting take place on the old bridge once. Nurse and Tooke had been at outs for some time. One day I knew Tooke had a gun in his pocket and knew trouble was coming up. They started across the bridge, when they got into it. The center part of the bridge was double decked and when Tooke started to jump back, he caught his heel on the plank and fell. As Nurse started for him, he pulled his gun and fired. Nurse had his hand in his pocket and the bullet hit his hand and lodged in his hip. Of course that stopped the fight. Nurse came to me and wanted me to take him to Klamath Falls. I said I would, and

told him to lay down while I got my wagon and team. He wouldn't do it. He had lots of guts. He harnessed one horse, singing and then crying that he was going to die. His wife went to town with us. The hotel was full but under the circumstances they let us make a bed down for him on the floor, and after the doctor cleaned the wound we sat up with him all night.

A man and boy in a row-boat started to hitch a ride on a scow we were pushing once, but misjudged our speed and instead of coming alongside, got hit by the corner of the scow. The man grabbed the scow but the boy was thrown into the water and drowned. We stopped and drug for him. Altogether I have helped drag up five different men in the river.

The two old narrow gage railroads here ran by gravity, with horses to pull the empties back to the woods. I used to tow logs to Moore's mill and Big Lakes. I would pull clear up to the bridge with the boat and dump the logs out the lower end into the Moore log pond.

I carried mail from Keno to Picard when I was fifteen, one year too young according to government regulations.

The old school between Puckett's and Parker's was placed half way between so there could be no complaint of favoritism. Old man Puckett used to braid his beard and fold it back, but if he stood up and let it out, it reached the floor and lay along it two inches.

As Told to Me . . . by Gertie Colahan

April 28, 1965

The *Lottie C* was built in San Diego and later shipped to San Francisco. It ran on Petaluma Creek before coming here.

I was born in 1882.

My father, John Clanton, shipped the *Lottie C* here, before the family came. We first settled at Oklahoma Flats on the Lower Lake. Father used the *Lottie C* on the Lower Lake between Oklahoma Landing, Keno and

Recorded by Devere Helfrich

Linkville, hauling freight, a few passengers and most anything. We lived near Oklahoma Landing.

Father later moved the *Lottie C* to the Upper Lake and sold it to Bird Loosley. I understood it sunk up there shortly afterward.

John Clanton and his son Dave, who still lives at Redding, ran the *Lottie C*.



—Priest Photo

The Canby on Lake Ewauna. Left to right: Unknown man, Raymond Ball, Clyde Ball and William Carver Ball. 1910-1912 period.

As Told to Me . . . by Judge U. E. Reeder

March 3, 1948

Recorded by Devere Helfrich

I came here in 1895 and began boating about 1900.

The Canby and the Klamath were the only two commercial carriers that were ever licensed and Government inspected. They were also licensed to carry passengers. Of course the Canby was on the river before the Klamath. It was built at Keno. McCormack was the owner and I was the Captain.

There were two different Canbys. The old one used two upright engines with wood pulleys that had seven grooves that regulated the speed and power. There was also a big pulley at the back that had seven grooves. A rope was used between the two pulleys and when it began to fray it was time to change. We always waited for J. J. McIntyre the freighter to bring in a hundred tons of freight to Laird's Landing from Grass Lake which was the end of the railroad in those days. He had all matched teams, whites in one, bays in another, blacks, etc. He came in

with the railroad and freighted from Grass Lake to Lairds' Landing at first. He had about five teams, some were eight mules and three wagons, others were six mules and two wagons. And then he would always let us know when he had one hundred ton of freight at Lairds. They just piled the freight up and we would take two fifty-ton barges to bring it back. We backed into the channel at Laird's and loaded the barges ahead and then pushed them out.

We used to pick up hay on barges at Sheepy Lake. Oklahoma Landing was just a pier, with hay stacked on it, real high. The hay was brought in from Brownell's and Fairchild's.

Most of the lumber used in building Merrill and the surrounding ranches was brought in by boat from McCormack's mill at Keno to White Lake, not by wagon as most people think.

We always tried to haul lumber to the Lower Lake in the spring when the water

was running through the Straits into Lower Klamath Lake. And in the fall, we hauled hay from Oklahoma through the straits into the river, when the water was draining out of the Lower Lake. We also tried to time it right so we would reach the straits at night. After entering the straits we would go to bed and let the boat float and the next morning wake up in Lower Klamath Lake, in the fall when the lake was draining into the river and we were hauling hay out we did the same, enter the straits and go to bed and the next morning we would be on Klamath River. The picture of the little dinky train on the barge was the time the Canby brought in the little railroad that was used to make the cut from the railroad north of the Esplanade underpass and build the fill across the swamp in that neighborhood and the depot, clear on to the cut in the Pelican City vicinity. That is me in the pilot house. On White Lake there used to be humps all over and what time we were not stuck in the mud, we were out in hip boots hunting a channel.

The Van Brimmer ditch drained White Lake so that Frank Adams attempted to get water from Lower Klamath. At first he

tried to open up a channel from Lower Klamath Lake to White Lake by cutting the sod with hay knives, but it didn't work. So he later got a dredge from Fall River Valley, from the McArthur Brothers, I think. It was brought in by freight teams to Chalk Bluff Landing and reassembled there. I remember some dredge was built at Teter's Landing, but I think it was the one COPCO now has on the Upper Lake. The Adams dredge was used on Adams cut from Lower Klamath Lake to White Lake, on the cut to Laird's Landing and on the fills for the railroad across the swamp at Ady. It was also used south of town here, dyking Lake Ewauna.

In those days, it took from twenty-four to thirty-six hours from Keno to Klamath Falls, towing logs to Moore's and Ackley's mills. The Canby or its barges never drew more than three feet of water if that much. They were all flat bottomed, so they could go over the old Indian rock ledge near the Kesterson mill. Later the channel was made through by using grapling hooks. (This in all probability was the rock piers used for the original Nus bridge across the Klamath River. Devere.) Oh, yes, I remember the Mayflower was sunk at Keno.



—Ray Telford Photo

The Antler on Upper Klamath Lake. Owned by Jim Hansborough, and used for hunting and pleasure trips.



—Maude Baldwin Photo

Ewauna on White Lake. Merrill Landing in distance, past stern of boat.

As Told to Me . . . by John Yaden

February 3, 1948

Recorded by Devere Helfrich

My father started a mail stage line from Ager to Klamath Falls about 1898. Stops were at Klamath Hot Springs, or Beswick and Chases, west of Keno about four miles. Sometimes they went down the river past Spencer Creek instead of crossing at Keno, then on an old grade over Hayden Mountain and to a bridge across the Klamath River near Beswick, then on to Ager.

I came here in 1901. I think U. E. Reeder came to Klamath after I did, but was on the Klamath River, in McCormack's stern wheel, flat bottom boat before I ran the launches Ewauna and Tule. The Ewauna was 40 feet in length and the Tule 25. Captain Woodberry shipped both in from Portland. He had been a pilot on the Columbia River previously. He also shipped in the steamer Klamath and owned the docks at the mouth of Link River. He and Lynn Yaden laid out the First Addition to Klamath Falls. It was for the steamer Klamath that the channel was dredged to Laird's Landing. Previous to this all landings had been at Mosquito Point, about

two miles northeast of Laird's and Chalk Bluffs about one mile farther. Possibly one or the other of these were known as Indian Bank Landing.

I ran both the Ewauna and Tule on Lower Klamath and used the Adams Tule Cut into White Lake in carrying Reclamation officials to various places. There was also a landing northwest of Laird's, 1½ to 2 miles where no dredging was necessary for boats to land. This may have been called the Indian Bank Landing because there were many mortars there in solid rock. This may also have been called Coyote Point or Oklahoma Landing in later times. There was also another landing reached through Sheepy Lake that required no dredging. This landing was possibly the one used by the Fairchild Ranch.

I can remember a school near Laird's. There were no buildings at all between Merrill and Laird's when I was first in that neighborhood. Adams had a horse ranch on the Fleenor Chimney road. During early prohibition days in Oregon, there was a

saloon set up just inside California on the hill straight south of Merrill. It was burned once or twice. It was on the spot Merrill at one time used for a dump ground.

I remember seeing the tops of twelve inch posts of a corral, approximately 120 feet in diameter, at a point in what was then Tule Lake. The spot was about three or more miles straight north of the Peninsula and possibly a mile or two west of north. The water was about eight or ten feet deep at the time. This was during the 1909-1910 period when the reclamation people were taking soundings on Tule

Lake. We thought the old emigrant road from Bloody Point to the Stone Bridge crossing of Lost River passed this corral or were told so by someone of the Adams family.

Garrett was the foreman for my father on the stage line. He was possibly the same Garrett who ran the stage in 1875 from Ashland to Linkville and Lake City.

In passing up the Klamath River an old rock ledge near the present Kesterson mill interfered with the boats. I think a channel was blasted through it.

Klamath Republican, July 29, 1909:

According to the Portland Telegram the statement that Harriman is not coming west this fall will not down. It has been learned here that E. H. Harriman, in his effort to regain his health, expects to come to Oregon and milk cows instead of Wall Street. Arrangements have been made at Pelican Bay Lodge which indicate pretty clearly that the "wizard of the Pacific" will spend some time at his Pelican Bay country place early this fall. The conjecture is that he will come to Oregon shortly after his arrival home from Europe in September.

The plans for preparing his southern Oregon retreat includes the construction of a small model dairy on the place, in which Mr. Harriman will keep a cow or two to supply him with fresh milk, which is the principle article of his diet prescribed by European specialists attending him. Whether he will add the exercise of milking the cows to his frugal diet is a mooted question, but he will have the opportunity of so doing should he be so inclined.

Mr. Harriman's reason for having the dairy erected at Pelican Bay is that when he was here a year ago he was unable to get a daily supply of fresh milk and cream and now that this has become an essential part of his daily sustenance he is preparing to equip his lodge with a pair of gentle moolie cows.

Klamath Republican, March 21, 1901

FISH AND FISHING

Those who like to see fish, immense congregations of them, all alive and running, and most of them weighing from 2 to 6 pounds apiece, ought to be here now. Five minutes walk from Main street brings one to the shores of the Klamath rapids, where every little nook, bay and tributary creek is so crowded with mullets that their backs stick out of the water. Ordinary fishing with hooks and spears or even nets is too slow to think of. With a pitchfork or with naked hands a backload may be thrown out in five minutes. These enormous droves of fish can now be seen not alone here, but in the rivers and creeks generally throughout the county. Mulletts, rainbow trout and salmon—splendid fish, giants of their size and apparently anxious to be caught. This phenomenon will last a month, and until their egg-laying camp meeting is over with. After that, the herd of fish will be distributed over a wider space and will be in plenty the year through. By the way fortunes could be made here in catching fish and sending them in refrigerator cars to markets at San Francisco and Portland. As soon as refrigerator cars can get here, the fish business will be one of the big things of the county.



—Maude Baldwin Photo

The "Klatawa," on Pelican Bay, built and owned by H. C. Telford and son in 1907. It was used on both lakes at times, for excursions to the Bird Islands on the Lower Lake, and duck hunting on the Upper Lake.

As Told to Me . . . by Ray Telford

November 16, 1951 - April 10, 1953 - November 16, 1957

Recorded by Devere Helfrich

We came here in late 1904 or early 1905. Father was H. C., Henry, Telford. Our house here was originally that of Joseph G. Pierce, a newspaper man, who was also interested in the lumber business. Pierce built the Redkey house east of Conger Avenue. Harry Telford once owned it.

We built the *King* before we built the boat house in 1905. It was built for Sam Smith and Ollie Gibbons, trappers around White Lake. We ran it down for them. Went by way of the Klamath River, Klamath Straits, Lower Klamath Lake, and the Adams Tule Cut. They had a houseboat down there, in which they lived, and we stayed with them a short time, hunting.

My old boat house is still standing (1951) where it has always been, since it was built in 1909. It used to have a square front. Another old building stood just south of it, which was the Old Brick

Store warehouse.

We built over one hundred clinker row boats, fifteen foot models. We designed them with fan tail and transome ends.

As I remember, the *Jessie* was before my time, but I think the *Alma* was on the lake when we came here. Another early boat, before these even, was the steamer *Howard*. It drew seven feet of water, so couldn't run on the Upper Lake. They hadn't measured the depth of the water beforehand.

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 in 1907. It was twenty-one and a half feet in length, with tunnel stern, to operate on the lower lake. It was used

as an excursion boat to Bird Islands, and for duck hunting. It hauled as many as twenty people at one time on excursions. We used it one summer on the Upper Lake. Eventually it was moved to the Upper Lake and used by Del Gammon, Resident Engineer for the Power Company, in sounding the Upper Lake. The top was removed and a different engine placed in it at that time for more power and speed. Gammon sold it for us to some man whose name we never knew. It was probably used by the Power Company in the 20's. In later years, about 1941, I went to Lamm's Mill and while working on a boat at their docks, found the hull of this old boat almost rotted to pieces.

There was another boat, but I don't remember whether it had a name or not. It was about a twenty footer, and I built it for the Associated Audubon Societies, to patrol the bird reserve on Lower Klamath Lake when the reserve was first created. Jack Ferber, the warden, used it. They later sold it back to me and I in turn sold it to Del Gammon around the 1915-1917 period. Gammon used it on the Upper Lake for a time.

I remember we were making a bird survey on the Lower Lake, and stayed the first night at Oklahoma Landing. The mosquitoes almost ate us alive, so after that we went from here every day by boat.

Nosler built the Buena Vista boat house for the Klamath Development Company. Father and I bought it from them and later sold it to the California Oregon Power Company. Pete Perry lived there once, also Curly McDonald. I think it was while living there that McDonald built the *Spray*. It blew up off Eagle Ridge while towing logs for Copco.

The *Buena Vista* was another early day boat on the Upper Lake. Pete Perry built this boat around 1907 or 1908 for the Klamath Land and Transportation Company at his boat shop near the point above Fremont Bridge. It was used for excursions and was chartered to parties. It was later sold to the Klamath Development Company, and they had Curly McDonald cut it

in two in the middle, then splice in a section to lengthen it. This was to make more room for passengers and such luggage as it might be necessary to carry. It was then christened the *White Pelican*. This was around 1914 or 1915. It was then used by parties going to Harriman Lodge, and about this same time a bar was installed in it. My brother once ran the bar.

Griffiths lived at Odessa, and father built the *Curlew* there in 1908, with Griffith's help. I think the Griffiths had the *Spray* built around 1914 by Curly McDonald. Cap Calkins acquired it sometime around that date. He and Johnnie Hamilton operated mail boats for a long time to Upper Lake points and Agency Landing. I think they also operated the *Oakland*, and it seems there was also a boat called the *Osprey*. Pete Hamilton and his wife once lived on Buck Island.

The Chelsea Lumber and Box Company bought the *Curlew* and moved it from the Upper Lake to Lake Ewauna, where it was used during the First World War. It was called the *Chelsea* down here.

We built the *Oakland* in 1910 for H. P. Hoey, the Southern Pacific engineer. The *Shark* was much more recently built by the California Oregon Power Company crew, about 1936, I think. Some fellow once moved the engine ahead to increase the speed; instead it cut the speed two miles.

I built the *Lilly* for the California Oregon Power Company about 1923. It was heavy and was used to break ice. A Mullen steel boat was used by the Southern Pacific engineers, and also to break ice. It had an O G stern. In those days, ice would completely cover the Upper Lake, and when it began to break up, the wind would pile it up along the shore line so high it would close the wagon road, and they didn't have bulldozers in those days, so it would be closed for days.

....The *Lil Gal* was also a Del Gammon boat, used on the Upper Lake, which he later took to San Francisco Bay.

Winter Knight built some good sized hulls, one for Rutenic, or at least Rutenic was interested somehow, I think.



—Priest Photo

The old Buena Vista docks and boat house at the point on Upper Klamath Lake above the head of Link River, east side. The Steamer Klamath arriving from some point up lake.

Jap Taylor and Cap Parker were the owners of the *Mazama*. They hauled freight to the Agency Landing for Fort Klamath. For more on this boat you should see Warren Bennett, step-son of Cap Parker, at Peoples Warehouse. I understand he is writing some sort of boat history.

Years ago they used to bring log rafts to the old Moore Mill, using sails, under their own power.

Commodore Nosler always decorated his boats. He was at Odessa for a time. Painted the Odessa Hotel ceiling for Mrs. Griffith, with sun bursts in the center and at each corner. He later built his museum building on top of the hill this side of Shippington. Carved books and even an organ. He seemed to be a little off his beam.

Erickson and Peterson were the contractors on the railroad at Algoma. They brought in a boat from San Francisco, and we repaired and installed a two-cycle Imperial engine in it. It may have been called the *Oregon*, I'm not sure. I believe they later sent it to Alaska.

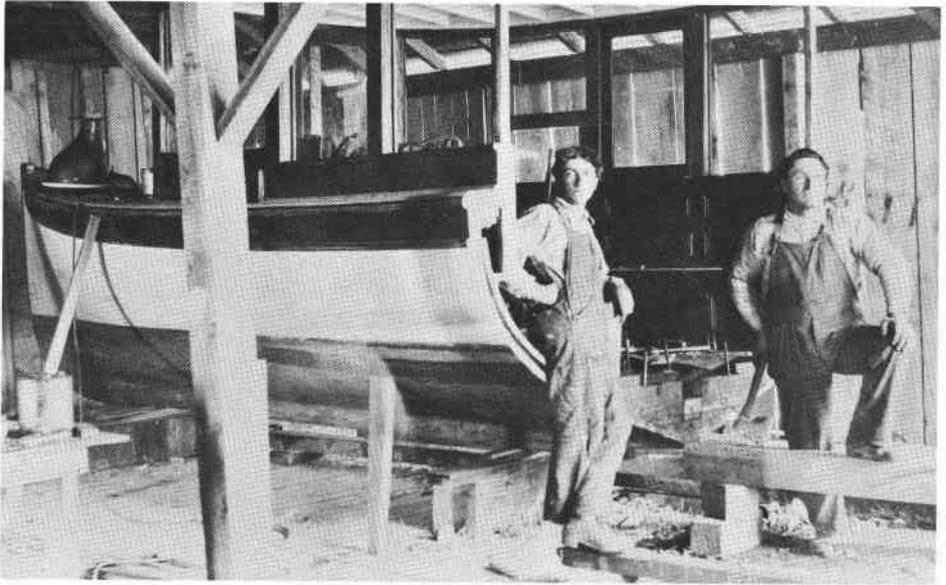
Other boats I remember were the *Zephyr*, a sailboat owned by Dr. Roenicke;

the *Bailey*, a passenger boat on Diamond Lake, twenty-six feet long, 75 or 80 horsepower, and could haul about twenty-five people. That was about 1918. The *Shamrock* might possibly have been one of the Griffith boats, but I'm not certain; the *Nancy K*, a Klamath Lumber and Box Company boat, built about 1923 or '24. It was forty feet, eight inches long with a twelve-foot beam, and heavy.

Gus Krause had a houseboat, possibly two. He was the head man at Shippington. B. St. George Bishop also had a houseboat, and I remember his boat, the *Barbara*, had a two cycle Lamb engine, and was fitted with brass water pipes.

In 1911 we built a boat for E. R. Reames. It was slightly over twenty feet long, a pleasure boat, and very fancy. The hull was of Port Orford cedar and inside of Honduras mahogany. It had a Kenyon auto top for protection against the sun and weather. Reames had ranches along the Klamath River and used it to go back and forth.

I also built an eighteen foot, 3 horsepower boat, the *Wocus*, for Abel Ady. It



—Priest Photo

Curly McDonald (left) in the process of cutting the Buena Vista in two, then adding a section to lengthen the boat after which it was known as the White Pelican.

was his second boat. Will G. Steel later had it, and hauled lawyers to the Lava Beds.

The *Winema* was started in 1904 and finished in 1905. It was built on the west side of Link River on the level spot of land just south of the present Fremont Bridge. A ship's carpenter was brought in from Portland to build it. Totten put up the money; always paid off the men working on the boat. Cap Hansberry was also an owner. At one time while I was working on the *Winema*, businessmen in and around Fort Klamath told us that we could go all the way up Wood River to the bridge, and shorten a long freight haul by team from Agency Landing to Fort Klamath.

When we attempted to enter the mouth of the river, a sand bar prevented us. We then backed up to the bar and washed out a channel with the paddles. As we worked our way in, the sand settled under us but we forced our way across, and put a "hog" or raise in the frame of the boat that never was taken out. We traveled upstream, two

or three miles, backing, and came to a short turn, which we could not get around. We then went back downstream, but the channel had again filled with sand. We couldn't turn the boat there, so we went back upstream about one-half mile, to the widest place we could find, but it was not wide enough. We then tried to cut out a bay in the bank, using heavy hay knives, which the farmers told us we could cut the sod with. The knives proved to be too short, so we used cross cut saws, and cut out large sections of the sod bank, about the size of a bale of hay. We next removed the lower half of the paddles and by means of winches, pulled the stern far enough into the bay to finally get the back end headed downstream. Took us one hour short of three full days to make the turn. Once turned around, we had no further trouble, easily washing another channel through the sand bar. This all happened in May, 1905.

The steamer *Klamath* was built in Portland. It was knocked down and shipped by way of Pokegama, and re-assembled here.

The owners were R. E. Woodberry and his father-in-law, Captain Wilkins. It was launched stern first from the boat docks, near the bridge on Lake Ewauna. Woodberry and Wilkins owned the Klamath Lake Navigation Company, which also had two sixty-foot barges they used with the *Klamath*.

After the railroad arrived at Klamath Falls in 1909, there was no longer the necessary business on the Lower Lake, so the steamer *Klamath* was moved to the Upper Lake. A cut was made from Lake Ewauna through the tules to the railroad fill about where the Big Lakes Mill is now. A spur track was built to it. The boat was raised onto timbers and two flat cars run under it, where it was made solid by blocking, and hauled to the Upper Lake and unloaded the same way. Pelican Bay Lumber Company owned the *Klamath* at one time.

The *Ewauna* and *Tule* were also brought in from Portland by the Klamath Lake Navigation Company. They later sold the *Tule* to the U.S. Reclamation Service.

It was the old dredge *Klamath Queen* that was moved from Lake Ewauna to the Upper Lake by skids. It had formerly been farther south in California. Its name had been *Roberts Island* but was changed when moved to the Klamath country. Just the machinery was brought in, and the hull was made at Teeter's Landing, where the machinery was installed. It was used around Aday and along the Klamath River.

Along about 1910, Jim Hansborough

sent east for a knocked down boat frame, and Steve Means, a carpenter, put it together. It was called the *Antler*. I later acquired it and ran it on the Upper Lake. I used it for hunting and for pleasure trips; also to transport hunting parties. I went to the Agency Lake with it several seasons. I forget now who I sold it to, but after the new owner secured it, he moved it to the Lower Lake and started out with a hunting party. When nearly to the lower end of Lake Ewauna or about where the present railroad bridge is, one of the hunters accidentally shot a hole in the bottom. It had a floor nailed down so tight they could not get to the bottom to plug up the hole, but did manage to get it near enough to the dykes to get ashore. Then they had to swim the drain ditches and wade the tule swamps, and felt they just barely made it back to the saloon for nourishment. At different times it was on both lakes.

Oh, yes, I remember one more boat, the *Winnellen*, a pleasure boat which belonged to Dr. Sharpe during the 20's.

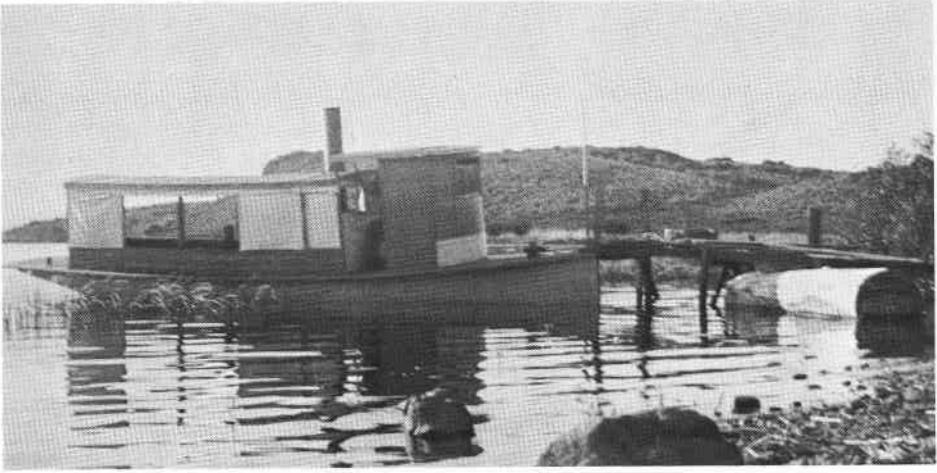
And another thing. My brother worked on the steamer *Klamath*, and once he and Cap Woodberry left for Laird's Landing. Cap's wife, who was tighter than all get out, always fixed their lunch, and would only put up barely enough for the round trip. On this particular trip they ran aground on a high spot in the Lower Lake. They were stuck for twenty-four hours and used up all their food, so my brother had to shoot mud hens to eat.

Klamath Republican, August 15, 1901

RISKY BALLOONING. FALL INTO THE LAKE.

Prof. Godfrey was here last week and on Friday and Saturday evenings gave interesting and largely attended entertainments at the Opera House. It was on the program that he would have also a balloon ascension, but when the time arrived the wind was considered too strong to make it in the neighborhood of so many lakes and the ascension was postponed until the evening of the next day, when it duly came off, al-

though the wind still continued unfavorable. As the balloon commenced rising, it was blown out of its course, throwing the balloonist against a fence with such violence as to break the top board, and also throwing him against a barbed wire which ran above the fence. But the shock and wounds received from the wire did not prevent him from keeping his hold on the parachute and balloon, which drifted with the wind over the lake, and into which, when the parachute was cut loose, it and balloonist fell about five hundred feet from shore.



The Lottie C at the boat landing at the head of Link River, west side. Picture taken around 1900 or before. In Maude Baldwin collection of negatives.

Klamath Boating . . .

By DEVERE HELFRICH

The beginning of the Upper Klamath Lake boating era, from the establishment of Fort Klamath in 1863, to the building of the *General Howard*, is very muddled, but the situation seems to resolve itself about as follows:

I. There was one Whitehall boat at least, used by the soldiers at Fort Klamath as early as 1865. This type of boat seems to have been propelled by sails, oars, or both.

II. "The Mr. Canley built" flat bottom barge, propelled by sails and oars, capacity 15 to 20 tons and in use by the Fort Klamath soldiers in 1868.

III. That there were two "wind-jammer" barges, 16 x 60 and 10 x 40, propelled by sails on the open lake, and pike poles on the streams, can be safely assumed, since both were later owned and used by Daniel G. Brown on Crystal Creek. However, the "Mr. Canley built" barge may have been one of these.

IV. Another flat bottom craft was the "Mr. Grubb built" scow used by the Ivan Applegate wedding party in 1871, supposed to have made but this one trip or at

least "its life of usefulness was very short." George W. Loosley tells that it was 16 x 40 and propelled by a two-horse treadmill. The bride in later years told that it was 10 x 25 and propelled by a sail and two sets of oars. Which is correct? At least the bride was there. It is conceivable, this craft might also have been one of the later Brown barges.

V. The *Mary* or *Maggie Moody*, a keel bottom boat, owned and operated by a man named Moody, was on the Upper Lake as early as 1872 and probably for some time before. Sold to Joe Ball in 1876, it was used until the *General Howard* made its appearance, but its final disposal is unknown. (Joseph S. Ball, a Pacific Coast pioneer of 1847, died of pneumonia at his home in Klamath Falls, Friday, January 20, 1905, at the age of 76. Coming west from Boston in 1847, he settled in the Klamath country in 1867. He was survived by a wife, two sons and two daughters. Republican, Jan. 26, 1905.) This boat may have been "one of the big boats" referred to in Capt. R. F. Bernard's report to Col. Frank Whea-

ton on Jan. 30, 1873. At least, to date, it bears the distinction of being the first boat on Klamath waters, of which we have a record, whose name has survived.

It now becomes evident that the *General Howard* appeared on the scene in the spring of 1881, not 1879 as heretofore recorded. (Ashland Tidings, Jan. 14, and March 4, 1881.) The *General Howard* was owned by H. M. Thatcher and Sikes Worden, proprietors of the original Brick Store, who had freight contracts at times, between Redding and Fort Klamath, (Ashland Tidings, July 19, 1878.) This boat was probably used in helping to fulfill these commitments. One of its first tasks was to transport lumber from the old Moore Mill on Link River, to Fort Klamath, for the new buildings being constructed in 1881. It is possible that some of the work on this boat was done by Nelson Stevenson, "boatman, mechanic and dispenser of pioneer justice," at Linkville, (Ashland Tidings, Sept. 14, 1878.)

In 1882, not 1880 as heretofore written, George Loosley and George Nurse became the owners of the *General Howard*, and about one year later, 1883, Loosley became the sole owner, (History of Klamath County, page 74.) George Loosley later became associated with his brother, John F., and in 1884, they built the flat-bottomed, stern-wheeler, *City of Klamath*, to replace the steamer *General Howard*. The machinery from the latter was used in the new boat.

The Loosleys, having a contract to haul supplies to Fort Klamath, built the *City of Klamath* to navigate Wood River. However, this project failed and with the abandonment of Fort Klamath by the soldiers, in 1889, need of its services were no longer required. The eventual disposal of the boat, supposedly traded for a span of horses, is unknown.

In this same year, 1889, the *Mayflower* was built by one E. Deskins, (Herald and News clipping, by Malcolm Epley of unknown date.) Sold to Thomas McCormack of Keno, in 1891, it was in use on the Klamath River and Lower Klamath Lake until Oct. 1, 1903, for sure, and it is al-

most certain until early October, 1904, (Republican, Oct. 6, 1904.)

The *Mayflower's* average duties consisted of carrying lumber and wood from Keno and Teeter's Landing to Klamath Falls and Oklahoma Landing, and in return carrying hay and grain. Other duties included hauling passengers and towing log rafts to Klamath Falls.

Occasionally reports of the *Mayflower* differed, as reported by the Republican, August 17, 1899: "Mr. McCormack came up from Keno Monday with the steamer *Mayflower* after 15 tons of hay which Newt Pratt had purchased from Jas. Lindsay. The boat returned yesterday afternoon. Yesterday, Fred Houston, while tacking signs on McCormack's steamer at the wharf, took a high dive from a boat load of hay into the lake. Fred says the water is wet and water thirty feet deep." Probably due to a worn out hull and inadequate equipment, the *Mayflower* was replaced by the first *Canby*, originally called the *General Canby*, about October 10-15, 1904.

At about the same time, two other boats made their appearance upon Klamath waters, the *Rustler* and *Lottie C.*

Little is known about the *Rustler*. In 1891, S. C. "Charlie" Graves later founder of the community of Crescent, "was Captain of the steamer *Rustler*, plying on the upper Klamath Lake, where he did a good business carrying freight and passengers." (Klamath Express, Jan. 10, 1895.)

There is a possibility this boat may have been transferred to Goose Lake, because a Western story writer named DeLaney, was employed on a *Rustler* there in 1899. (Republican, Dec. 4, 1902.)

More is known about the *Lottie C.* Owned by a man named John Clanton, it was built in San Diego, shipped to San Francisco, near where it ran on Petaluma Creek before being shipped to the Klamath country. The *Lottie C.* was used between Oklahoma and Chalk Bank Landings on Lower Klamath Lake, and Keno and Linkville on the Klamath River, transporting hay, lumber, supplies and an occasional passenger. John Clanton and his son Dave



—Maude Baldwin Photo

The Alma at Odessa Landing. Dolly Uerlings leaning on flagpole, George Baldwin at foot of stairway.

ran the boat, which in about 1897, was moved to Upper Klamath Lake, and later sold to Bird Loosley. (Told by Gertie Colahan, daughter of John Clanton, April 28, 1965.) The *Lottie C.* was still carrying passengers on the Upper Lake in 1899. (Republican, July 20.) It is understood to have sunk on the Upper Lake.

We now come to a series of closely related boats of more or less mysterious origin, ownership and date of launchings. They are, in order of existence: the *Mud Hen*, *Oregon*, *Hobson*, *Alma* and *Hornet*.

As told to me by Mr. Fred G. Brown, May 5, 1965: "The *Mud Hen* was a square end, barge type, stern wheeler. It had a steam engine with an endless chain to the stern wheel, and was about 14' wide, by 40' long. Bert Wilson owned or at least ran it at one time. It just faintly seems to me that Lou Dennis owned it at some time. That is all I remember as I was a very small boy at the time, having been born in 1890."

Nothing more is known, but could the *Mud Hen* have been the predecessor of the *Oregon*? It is possible.

Exactly when the *Oregon* was launched and by whom is also unknown. However,

we can now take up the boat story as reported in the files of the old Klamath Republican. They begin July 6, 1899 with the following first mention: "Capt. T. W. Richardson of the steamer *Oregon* is always prepared to do homage to freighters, tourists, and other persons in whatever capacity and on the most reasonable terms. Since Klamath lake affords steambot accommodations, nearly the whole tourist travel comes Klamath Falls way. The Ager route from the south and the Ashland route from the north to the Falls are the most feasible routes to the Klamath resorts and tourists and sightseers are becoming acquainted that Pelican Bay is one of them. Judge H. L. Benson and George Michaelson took Monday's steamer for Spring Creek."

The same source continues the story from time to time as the following excerpts record: August 13, 1899; "The steamer *Oregon* plying between the Falls, Pelican Bay and other points on the big Klamath Lake is doing good business, making four trips a week. Mr. Richardson says he is prepared to carry all kinds of freight."

August 17, 1899: "Next Sunday, weather permitting, Captain Richardson will give an excursion on his steamer, *Oregon*, around the Klamath Lake. The boat will leave the landing at 7:30 a.m., touching Dennis' Resort, Pelican Bay Lodge, and Agency Landing, arriving home at 6 p.m. The round trip will be 75 cents. Those who go should prepare lunch."

Incidentally, regardless of what has been thought or written in the past, this article of August 17, 1899, sets the beginning of boat excursions ahead considerably to that heretofore recorded.

However, since July 6, 1899 is as far back as our newspaper files go, we do not have definite proof as to just which boat actually did start the Upper Lake excursions, or when.

But, concerning excursions, this we do know; in 1889, probably around the first part of June, the *Mayflower*, on her maiden trip, took an excursion party from Keno to Adams point on Tule Lake, held a picnic there and returned to Keno the same day, via the Lost River Slough between the Klamath and Lost Rivers. Should this be considered the first excursion ever held on Klamath waters?

October 12, 1899: "Captain Richardson, the genial commander of the steamer *Oregon* which runs between this place and

Pelican bay, was in town yesterday. He was accompanied by G. G. Crary, the proprietor of the summer resort at the bay. Those who like an enjoyable outing will do well to take a ride on Captain Richardson's steamer through the splendid scenery of the upper lakes and at the other end of the route enjoy the hospitality and good dinners of Landlord Crary."

We next come to the only reference found to date, referring to the steamer *Hobson*. January 17, 1900: "The steamer *Hobson* went up to Pelican Bay on Sunday taking to that place some men to cut logs for Moore's mill at this place. The *Hobson* has been recently sold by Mr. Richards (Richardson) to Lew Dennis, who, we understand will make regular trips hereafter with passengers and freight." (Note: No mention of any kind has been made in the old newspapers, of any changes in the boats, either in regard to new hulls or machinery. Furthermore, it was barely two months before that mention was made of Captain Richardson on the *Oregon*. It seems reasonable to assume that the *Oregon* has been rechristened the *Hobson*.)

April 19, 1900: "Remember Mr. Duffy's steamboat excursion and basket picnic on Sunday, May 20, starting for Pelican Bay from this place at 8:00 a.m. and returning at 5:00 p.m. so as to give excursionists



—Maude Baldwin Photo
The "Hornet" formerly the "Alma" on Upper Klamath Lake. 1906-1909 period.

from the country ample time to get home before dark. The Klamath Falls brass band will furnish the music, the basket picnic will provide the dinner. The lake and mountains will give the scenery and the excursionists will add sociability and enjoyment. Rates 50 cents for the round trip, children between 5 and 15 half price. Little kids free."

July 19, 1900: "The staunch, upper lake steamer, *Oregon* came down from Pelican Bay on Thursday. (Note the name *Oregon* is once again in use, evidently on the same boat that was for a short time known as the *Hobson*.) Captain Dennis states that his boat would soon commence making regular trips between Pelican Bay and Klamath Falls and intermediate points. The Upper Lake is a great benefit to this place in the matter of carrying passengers and freight, and especially furnishing an easy way to navigate rafts of logs to the mills at this point. And when they get here Klamath Falls furnishes unlimited power to cut the logs into lumber." (Note: All that has been learned to date about Captain T. W. "Baldy" Richardson is, on June 7, 1900, it was announced that he was granted a pension to commence Dec. 1, 1899. And, later on May 19, 1904, he purchased the Klamath Falls-Merrill stage line, with offices to be in the Linkville hotel. Finally on September 19, 1907, he was reported as being an inmate of the Soldiers' Home at Roseburg. Could it be assumed, these names were given by Capt. Richardson, who evidently had some sort of military connection? Further, were the names in honor of the Battleship *Oregon* and Lieut. Hobson of recent Spanish-American War fame?)

May 30, 1901: "Louis Dennis who lives near Pelican Bay on Big Klamath Lake has sold his ranch of 480 acres, ("now the home ranch of Mickey Wampler"—Editor), together with his cattle, horses, steamboat and other personal property to B. B. Griffith of Sumpter, Oregon. The price paid for the whole was \$6,000."

July 4, 1901: "Mr. Griffith's Steam boat has made its first trip on Saturday from Pelican Bay down the lake to Klamath

Falls. We are told that hereafter the boat will make one trip a week during the summer. We hope to see the time when, instead of one boat, there will be a dozen to ply up and down every day. (Note: This statement "... instead of one boat ..." would seem to eliminate any belief of the existence of more than one steamboat in the Pelican Bay area.)

July 25, 1901: "Capt. C. H. Schoff and D. Dionne of Wenatchee, Washington arrived here on Tuesday to visit their old friend I. A. Duffy, and also to consider the question of building a steamboat."

August 15, 1901: "A son of Capt. Schoff arrived here Tuesday from Wenatchee, Washington. He will assist his father in managing the steamer 'Alma' plying on the Upper Klamath Lake. (Note: This is the first mention made of the name *Alma*, applied to a boat that evidently is the same hitherto referred to as the *Hobson* and *Oregon*.)

August 22, 1901: "Capt. C. H. Schoff is now making regular Semi-weekly trips from Klamath Falls to Budd Springs, Pelican Bay and the Agency Landing. Boat leaves Klamath Falls on Monday and Thursday at 7 a.m., returning on the following day.

Budd Spring (Camporee

	<i>Fare Round Trip</i>	
Spring)	\$1.00	\$1.75
Pelican Bay (Harriman)	1.20	2.25
Agency Landing	2.00	3.50

October 31, 1901: "Capt. Schoff in the *Alma*, brought down the biggest raft of logs to Moore Mill from Pelican Bay that has yet been towed, one half million feet."

November 7, 1901: "R. S. Moore shipped by boat 31,000 pounds of flour to Klamath Agency."

November 27, 1902: "A. C. Griffith, down with a raft of 1400 logs, 840 feet long, and 60 feet wide. It took one week, due to an accident to the machinery and a strong head wind."

Lest these newspaper excerpts become tiring we will eliminate many and record only in part the others. April 2, 1903, A. C. Griffith announced that he was "having a



—Maude Baldwin Photo

Pelican Bay landing, boathouse, lodge and cabins, later owned by E. H. Harriman. The boat approaching the dock was the old Alma.

big scow constructed by J. M. Sampson, an experienced boat builder, and will use it the coming season in hauling wood to this place, where he proposes to start a wood yard." He also planned to have Mr. Sampson build a large steamer, "and have it ready for business next summer." In the meantime, however, new machinery seems to have been installed in the old *Alma* hull (June 11, 1903.) The new boat, a two deck stern wheel steamer, 48 x 14, (and this appears to be the *Alma* of which we have pictures), supposedly capable of from 12 to 16 miles per hour, was in use by mid October, witness: "A. C. Griffith was down Sunday with his new steamboat, which has just been completed." Republican, Oct. 15, 1903.

The *Alma* during the next few years is reported as bringing down log rafts, barge loads of lumber, and barge loads of wood, returning with hay, supplies, logging equipment and sawmill machinery.

On August 18, 1904, it was reported that construction on a new steamer, 90 x 18 x 2 —100 tons displacement, was to start in a few days, this to have "extensive passenger accommodations." However, there seems to be no evidence this boat was ever constructed.

We now come to almost a two year loss of boating records, most of 1906 and 1907.

Next, on February 17, 1908, it was reported that "Totten and Hansberry dissolve partnership." Soon thereafter, a new

name appears, the *Hornet*, with Capt. Hansberry in charge.

After innumerable articles reporting the *Hornet*, during the remainder of 1908 and most of 1909, towing logs, pushing barges of sand, hauling lumber and what have you,

we come to the final mention found to date, of this mixed up steamer:

The *Evening Herald*, November 25, 1909: "The steamer *Hornet* of today, is the old *Alma*, rechristened and still doing good service, owned now by Captain Bristow."

THE TULE AND EWAUNA . . .

By early 1903 a small group of men, S. V. Short, George H. Woodberry, and E. E. Upmyer, formed the Klamath Lake Navigation Company. The *Republican* of July 16, 1903, reported their filing of articles of incorporation with the Secretary of State at Salem, with the amount of Capital Stock set at \$10,000. It was further reported the company was preparing to ply gasoline launches on the Klamath Lakes, and the boats were expected here within a few days.

The two launches, the *Tule*, 25 ft. in length, and the *Ewauna* 40 ft., were built in Portland by O. L. Graham. The two launches were shipped by the Southern Pacific to Thrall, and thence to Pokegama.

The *Republican* of August 13, 1903 informs us: ". . . The smaller boat, the *Tule* being but 25 feet in length, was loaded

into the larger after being tightly lashed and blocked to prevent swaying or chafing against the stanchions along the side of the car, were switched to the main track today and started upon their journey to the border of the Webfoot state. There they will be routed over the Klamath Falls railroad to Pokegama. From that point they will be hauled to Keno 18 miles distant. . . . The launches are so divided that the passenger accommodations and the engine rooms are separate. Glass doors and windows, together with curtains, afford protection to those aboard, and in every way they are as cozy as can be. . . ."

One week later the *Republican* further informs us: "The two gasoline launches which were built in Portland for the Klamath Navigation Company, arrived Mon-



Tule at Pelican Bay

—Maude Baldwin Photo

day in charge of Capt. S. V. Short and G. H. Woodbury. The small boat, '*Tule*', was launched at Keno and made the trial trip up the river Monday morning, arriving here at 11 o'clock, covering the distance of 24 miles in less than three hours. The '*Ewauna*' was brought through by team and taken to the upper lake, where it will be launched Wednesday. This boat will be used to take soundings of the upper lake to determine whether they can use a propeller or will have to put in a stern wheel on their big steamer. This boat will be built here and be a two decker, able to carry 200 passengers. The contract for a 130 horse power boiler has been let to the Portland Iron Works. If they put in a stern wheel, they will probably use two 50-horse power engines. As soon as the soundings are made on the Big Klamath, the *Ewauna* will be brought back to the lower lake and used for passenger service between here and Keno. We believe that the time is not far distant when the Southern Pacific and the Klamath Lake Railroad will be selling through tickets to Klamath Falls by way of the Klamath Lake Navigation Company. A subscription paper was circulated among business men by Will S. Worden, to procure money to build a temporary dock to be used as landing for the new boats. We understand sufficient money has been raised. The lumber is on the ground and work commenced yesterday. The dock will be built at the east end of the bridge and will be 18 x 76 feet. Monday evening, after the arrival of the launches here, Capt. Woodbury gave a very delightful excursion down the lake to the representatives of the paper and a number of citizens. The small boat will comfortably carry about 20 people and is an ideal little boat for excursion parties."

The Republican of August 20, 1903, reported that the *Tule* had made its first excursion, ". . . 14 people to Keno where dinner was served by L. O. Mills at his hotel."

September 24, 1903, it was reported that the *Ewauna* in addition to her regular duties of taking soundings, also carried

passengers to Klamath Agency and duck hunting parties to Odessa.

October 1, 1903, it was reported that "Clyde Huffman and Floyd Brandenburg are building a barge 14 x 35 feet for the Klamath Lake Navigation Company, to be used between Keno and Klamath Falls."

October 22, it was announced that the same company had "purchased of Major Worden Lot No. 1, with the dock and warehouse at the east end of the bridge."

November 12th's Republican reported that the *Ewauna* was moved "from the Upper Klamath Lake to Lower Lake Tuesday where it will be used in the passenger service between Klamath Falls and Keno, and is expected to run all winter."

With railroad rumors and transportation plans uppermost in everyone's mind, the Republican of August 18, 1904 reported: "A number of business men took an excursion on the launch '*Ewauna*' Saturday afternoon to the lower lake, returning Sunday. There were J. W. Hamaker, B. St. George Bishop, J. C. Rutenic, H. Fred Schallock, W. K. Brown, G. W. Woodbury, and J. R. Stilts. The party went for an outing and incidentally to investigate the possibilities of the extension of the Weed Railroad. They visited at the Davis ranch eight miles from the lake, and J. W. Hamaker was delegated to go on to the terminus of the Weed road. This was simply a private investigation and shows that our people are becoming interested in more desirable transportation facilities."

Another item that might be of interest, was the report of October 6th, that "Major C. E. Worden was to improve the docks and plant trees." Undoubtedly these are the trees growing presently in the western portion of the Veterans Memorial Park.

On January 5, 1905 the Republican reported: "The *Tule* arrived overland from Tule Lake yesterday, by wagon. It is to go on the Klamath River between Klamath Falls and Keno." (According to John Yadon's reminiscences, the *Tule* had been in use on the Lower Lake and Tule Lake, in taking soundings of those bodies of water, by the Reclamation Service.

On April 6, 1905, it was announced that, "The Klamath Lake Navigation Company will enlarge the Wharf. On their 300 foot water front they will construct a wharf, 240 x 60 feet."

Sometime during the 1905 season, the *Adams* dredge built a channel from the open water of Lower Klamath Lake, through the Tule swamp to Laird's and constructed a turn-around there. By October 12, 1905 the Republican reported: "*Steamer Klamath* to Make Daily Trips. The Klamath Lake Navigation Company will, this coming week, start the steamer Klamath on regular trips to Lairds Landing, where it will connect with the stage from the terminus of the McCloud River Railroad...they had engaged an engineer and that the Klamath would make a trip to the Lower Lake in a few days. Next week they will begin regular round-trips daily between Laird's Landing and Klamath Falls, and would be ready to handle freight and passengers for the Klamath country. A stage line is now in operation between Lairds Landing and the terminus of the McCloud road. The stage company is composed of Messrs. Davis, Laird, and Martin, and promise good ser-

vice. Some freight has already been shipped over this road and has been brought to this city by the launch (*Ewauna*).

Among her many duties, the *Ewauna*, also took time to carry a moonlight party to Teter's Landing, piloted by Tom Williams.

The *Ewauna* seems to have acquired the Klamath Falls to Keno, segment of the Pokegama run according to Republican of December 26, 1907, while the Klamath handled the Klamath Falls to Lairds Landing route.

As long as the Klamath remained in service on the Lower Lake, the *Ewauna* seems to have been held in reserve, should anything happen to the Klamath. We have records of this very thing taking place occasionally.

What became of the *Ewauna* is unknown but the *Tule* as told by Jack Linman was transferred to the Upper Lake and was in use there between 1912 and 1918 as a tender for the *J. Frank Adams* dredge. It is supposed to finally have sunk somewhere between Shippington and Buck Island.



—Maude Baldwin Photo

A composite Photo. *Ewauna* being transported to the Upper Lake.

JESSIE . . .

As early as June 18, 1903, the Republican informs us that: "Tom Staton, who has a shinglemill on Rattlesnake Point, on Big Klamath Lake came down Tuesday with a load of shingles for Reams & Jennings. This was Mr. Staton's initial trip with his new sail boat, which he had built this spring."

One year later, the Republican of June 23, 1904, reports: "Last week Thos. Staton brought down his new steamboat from Rattlesnake Point, where it was constructed. It is now tied up at the head of Link River, where the finishing work is being done. The boat is built after the style of the Columbia river flat boats and is 14 by 48 feet with one deck and the pilot house above. The engine and boiler are placed well to the front and are balanced by the big stern wheel. This leaves a nice roomy cabin, capable of accommodating over 50 persons. The side seats are to be elegantly upholstered with red and dark green material and substantial high backed dining room chairs will be placed in the center.

"Mr. Staton says that he will be ready by the 1st of July to make daily trips. Week days the steamer will leave the west side

landing at about 7 o'clock and then go across to Hank's landing on the east side. It will touch at Pelican Bay, the Lodge and the Agency and up Wood River to Melhase's landing below Fort Klamath. The return trip will be made in the afternoon. Excursions will be made every Sunday to different points on the lake, with special excursion rates for the round trip."

At least by July 14th, he was ready, for on that date it was reported, the "*Steamer Jessie* had departed for Shoalwater bay for a log raft for the Moore mill."

The *Jessie* served as an excursion boat at least once, for on July 21st, it was reported: "About fifty people boarded the steamer '*Jessie*' at the landing on Upper Klamath and made the trip to Odessa, Sunday, where they were served with dinner at the hotel. They all speak of having a very enjoyable time."

The *Jessie's* life was very short lived, however, for on September 12th, she was completely destroyed by fire. (Rep. Sept. 22, 1904.) "The loss is estimated at \$2,700 with an insurance of \$1,500.

"The *Jessie* was on her up lake trip with no passengers on board and had stopped at



—Maude Baldwin Photo

The *Jessie* at Pelican Bay. This was the first boat picture ever printed in a Klamath Falls newspaper, The Klamath Republican, February 9, 1905.

Eagle Point to take on wood. The captain and engineer went on shore and returning shortly afterward discovered the boat on fire. The rope which secured the boat to shore had burned and the steamer was drifting out into the lake. Nothing could be done to stop the fire and she burned to the waters edge.

"The steamer was built early this year but did not get running until quite late in the season. Since then, however, it had done a good business, carrying tourists and hunters to Odessa, Pelican Bay and other points on the lake. Mr. Staton expects to build another boat for next season, one that is faster and better."

The final mention of the *Jessie* came on August 17, 1905, when the Republican reported: "The Klamath Lake Lumber Company have bought . . . the machinery that was on the wrecked steamer *Jessie* from J. F.

Goeller. The company are putting this machinery in their new planing mill at the Marion Hanks place and will soon be ready with all kinds of flooring, ceiling, and rustic."

It may be well to wind up Mr. Staton's career, in so far as it is known, at this time. On Nov. 12, 1905, he was reported as starting a mink farm at Rattlesnake Point. On January 7, 1909, he was towing logs with the *Hazelton*. On April 1, 1909, Staton, the mink man, was busy catching fish. On April 22, 1909, he had installed a gasoline engine in his "schooner *Tartar*," in which he would carry sand from Wood River. On July 1, 1909, he was reported as installing a second engine in the launch *Hohenzollern*, to obtain more speed.

Lastly, on July 15, 1909, Tom Staton's place at Rattlesnake Point was reported as being appraised by the Railroad.

CANBY . . .

The launching of the *Canby* can be very closely estimated from an article in the October 6, 1904, Republican: "Thos. McCormack, the sawmill man of Keno, was in town Monday. He says that his new steamboat will be ready to run the latter part of next week, (12 to 15th—Ed.). He is now putting in his new machinery."

If any part or parts of the *Mayflower* were used in the *General Canby*, the name under which the new steamer was first known, there is no record of it. According to Stern-Wheelers up Columbia, Page 91, the *Canby* was a stern-wheeler, built at Keno, in 1904, capacity 48 tons, length 90 feet, (This description may in part refer to the second *Canby*—Ed.) and out of registry by 1912. This first *Canby* had a rope drive, the second, two iron drivers, or arms, one on either side of the boat. Both hulls were different but built alike, square across the front, like a barge, while the *Mayflower* had a sharp prow like all boats. (Statement by Bryce McCormack.)

Further history of the *Canby* as reported by the Republican down through the years follow:

November 24, 1904: "McCormack's '*General Canby*' came up Tuesday with a barge load of wood for Adams dredge."

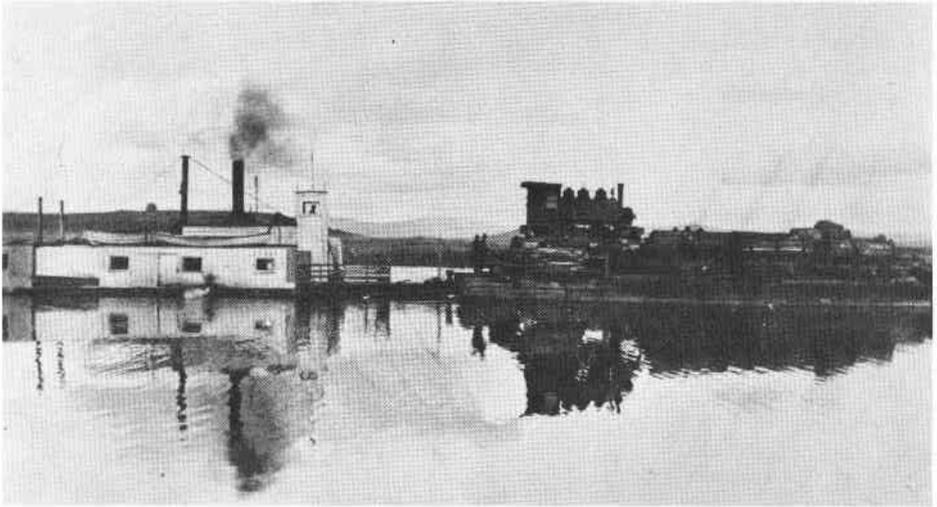
"A few days ago, the '*General Canby*' towed up two barges from Oklahoma Landing. The load was 55 tons of hay for Lyle Mills, Keno."

May 5, 1905: "The steamer *General Canby* will make the trip from Klamath Falls to White Lake City on June 1, to accommodate those who desire to attend the opening. The boat will return the same day."

June 30, 1905: "Ackley Brothers have a lease on the *Canby*, which they will overhaul and improve."

December 20, 1905: "John Depuy and others put loaded freight wagons on the *Canby* and shipped them to Klamath Falls, rather than buck the mud. This happened last Monday. They led their horses to the Falls."

September 5, 1907: "The captain and engineers of the *Canby*, Sam Padgett, Dan Doten and Bryce McCormack have gone to the hills for a hunt, loaded for bear. Now



—Copy negative of an old postcard.

The Canby hauling the dinky engine up Klamath River from Teeters' Landing to Klamath Falls.

the poor grizzly will have to suffer.”

June 11, 1908; The Evening Herald: “The steamer *Canby* owned by Ackley brothers, undergoing repairs, new wheel and a thorough overhauling.”

Republican, August 4, 1908: “... 70,000 lbs. chopped barley, 6,000 lbs. flour, loaded onto a barge and the *Canby* at Merrill Landing, for Erickson and Peterson, railroad contractors at Teeters' Landing.”

September 3, 1908: “Martin Brothers

have a contract for 200 tons of barley for Erickson and Peterson, one half to be shipped from Klamath Falls, and one half from Merrill Landing. The barley is to be hauled by the *Canby* to Teeters' Landing.”

September 17, 1908: “... *Canby* being rebuilt...”

February 18, 1909: “Pete Jones is firing on the *Canby*. This was formerly done by Jack Garrett.”

WINEMA . . .

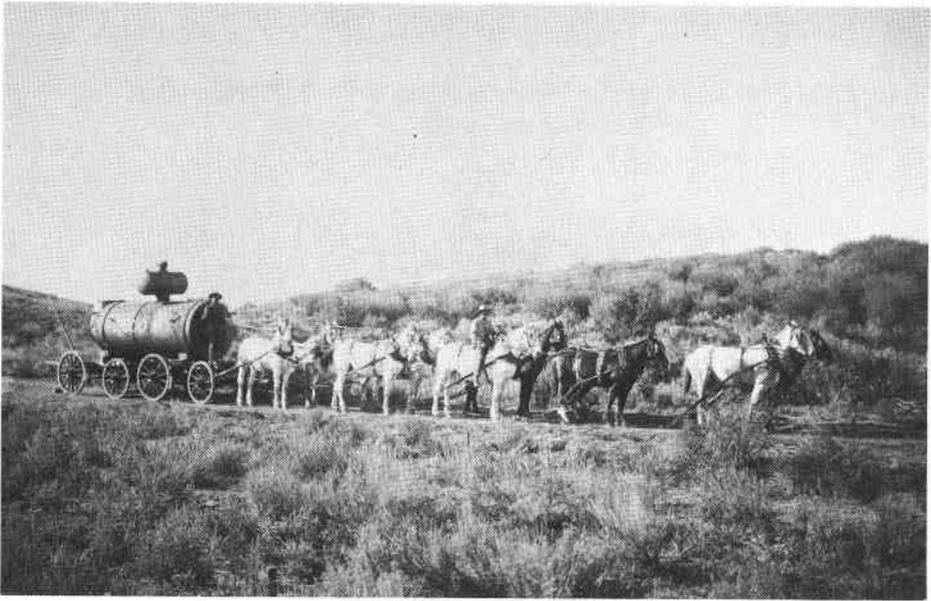
Moonlight excursions with a band for dancing, Sunday cruises to Odessa for \$1.00 round trip, annual high school picnics—these nostalgic memories are all that remain today of the steamer *Winema*, which carried both passengers and freight on Upper Klamath Lake during the first part of the twentieth century when boats were the chief mode of transportation in the Klamath country. A plush stern-wheeler, originally constructed with three decks, she ruled as undisputed “Queen of the Lake” from 1905 until 1919 when she was placed in dry-

by Darle Runnels

dock near the present day Pelican Marina where she finally burned in 1927.

Built by John T. Totten and his partner, Harry Hansberry, she was the largest boat ever to travel the waters of the Klamath country. Vital statistics recorded for the lady show her length to have been 125 feet, width 22 feet, and because of the shallow depth of Upper Klamath Lake a minimum draught of 22 inches when empty.

In an interview with Totten, then 96, the February 2, 1965, issue of the Herald and News states that her boiler weighed 14,000



—Maude Baldwin Photo
Hauling in the 14,000 lb. boiler for the steamer Winema, from Pokegama by freight team. Joe Moore standing on the running gears, Jim Moore driving the "snap team."

lbs. and was brought to Klamath Falls from the Pokegama terminal of the Klamath Lake Railroad by Joe Moore who hauled the equipment by a horse-drawn wagon using as many as 10 horses at a time.

As construction of the marvelous new boat progressed, the local newspaper, the *Republican*, kept its readers informed:

Nov. 3, 1904: G. W. Walker, ship builder, arrives from Portland.

Jan. 12, 1905: Totten & Hansberry desire name for new boat.

Jan. 19, 1905: Lewis & Peil doing iron work on new boat.

We can picture the anticipation and excitement as the steamer neared completion, for an article in the *Republican* at this time states that 73 persons submitted names. The article goes on to say that a committee composed of Oscar C. Stone, L. F. Willits, B. St. Geo. Bishop, Ross Anderson, and J. C. Rutenic selected the name *Winema* from those suggested. It was then found that three persons, Mr. F. W. Jennings (nee Mollie Reames), F. H. Brandenburg, and

Paul Delaney, (a Western fiction-story writer), had submitted this name. The winner, Mrs. Jennings, was chosen by placing the three names in a hat and drawing one. The article informs us, "It has been decided to postpone the launching of the boat until next Saturday afternoon, as the paint is not yet dry. If the weather permits, on that date the big event will take place."

Saturday, January 28, 1905, the eagerly awaited launching was accomplished. Mrs. Jennings smashed a bottle of French wine across the bow of the boat and declared, "On the waters of the Mighty Klamath, under God's blue canopy, with wine from sunny France, I christen thee *Winema*."

In spite of the weather, which, although it is not mentioned in any of the newspaper accounts, had to be cold at that time of year, approximately 250 people from the booming little town of Klamath Falls took part in the festivities. That this was a major event in the community we can tell from this turnout, since they had either to walk or drive by horse and buggy quite some

distance to reach the site. There were no heated automobiles for these hardy folk, where they could sit protected from the weather.

After the launching newspaper accounts continue:

Feb. 16, 1905: Building cabin on *Winema* at Odessa.

Feb. 23, 1905: *Winema* with load of lumber from Griffith's mill to build cabin at old site. (On the flat south of Fremont Bridge on the west side of Link River, opposite the headgates of the present day Government Irrigation Canal.—Ed.)

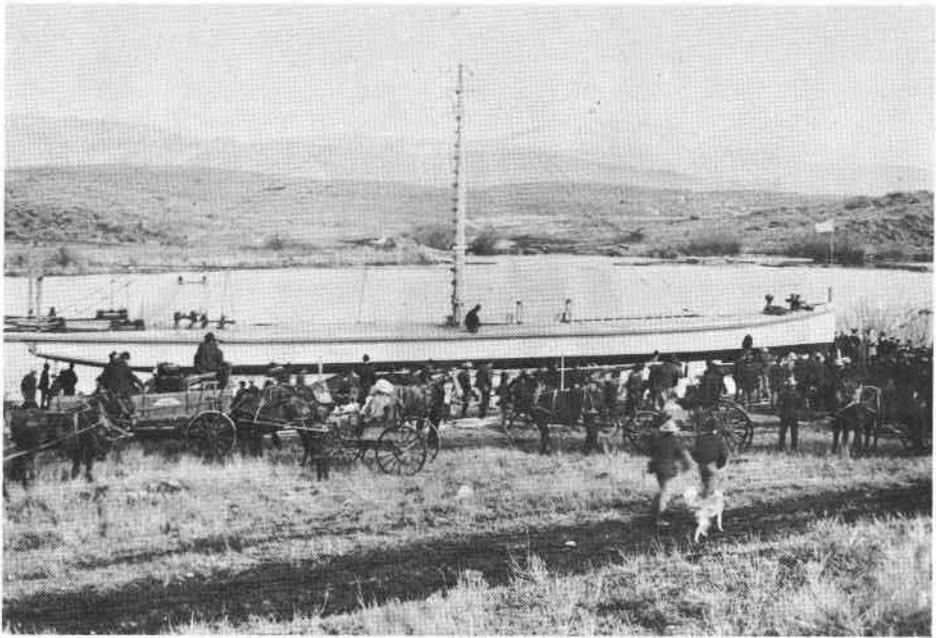
Apr. 20, 1905: First excursion of *Winema* to be April 30. To leave Stanley and James O'Neil wharf on east side of lake at 8:30. Dinner at Odessa by Mrs. Griffith, return at 4:00. \$1.00 for round trip.

The description of the latter is covered in the May 4, 1905, issue of the Republican, "The first excursion of the steamer '*Winema*,' which occurred last Sunday proved a grand success. Over 200 people enjoyed the trip to Odessa and Pelican Bay. Although the day was a little cool for an outing, the crowd was made as comfortable as at home in the roomy cabins and parlors. All the comforts of home have been provided on the steamer by Messrs. Totten and Hansberry. The ladies' parlor in particular was a delight to the passengers, the furnishings being the best. The floor is covered with Brussels carpet and the comfortable chairs and cozy seats with the view of the beautiful scenery afforded, add to the pleasure of those who wish to rest. The steamer left the landing at Upper Lake with the band playing, at 9:30 and 11:30 arrived at Odessa. Besides Griffith's big hotel and buildings, there are now quite a number of cottages with sight of the boat landing, and as these came into view, it had the appearance of quite a little village nestled on the banks of the beautiful stream. The dozens of rowboats to be seen anchored to the wharves and under the boat sheds, were promises of a pleasant time to the excursionists. As soon as the boat was anchored there was a scramble for the shore. About half an hour was spent in strolling over the

grounds and in boating, before dinner was announced. The big new dining room was soon crowded and two tables were set in and Bridal chamber. And what a dinner it was! Mrs. Griffith certainly knows how to feed the hungry, and as was aptly remarked by one of the visitors, "the dinner alone was well worth the trip." The only regret expressed by any of the guests was they were unable to eat more. At 2 o'clock the steamer left for a trip to Pelican Bay. Most of the people, however, were content with the pleasures to be found at Odessa and remained ashore to await the return. Those who wished to go were taken to the Lodge and were back by 4:30 when the start was made for home. The steamer arrived at the landing at 7:15 with everyone feeling quite happy and much pleased with their trip."

Another interesting account of an excursion on the *Winema* is contained in the June 8, 1905, Republican, "Good luck and success to Totten and Hansberry, the popular owners of the steamer *Winema*. Sunday was the occasion of the promised excursion given in honor of Mrs. Mollette Jennings, who very appropriately was given the honor of naming and christening the new steamer *Winema*. The name suggested by Mrs. Jennings was chosen from a list of several hundred submitted to the committee. The story of the Indian woman, *Winema*, is a beautiful one, with which our readers are familiar through these columns.

"Mollette Jennings was the charming hostess to over 100 guests Sunday, and in spite of the weather everyone voted the excursion to Odessa on the *Winema* a howling success. Mrs. Evan R. Reams, as only she can, dispelled all ceremony and made all feel young; while Mrs. Galarneau and Mrs. Krause kept the ball rolling in the music line. Everyone joined in and if anyone overlooked a college or coon song, it was the fault of the song. It is admitted that some of the musicians howled rather than sung, but that is what made the picnic a success and before they knew it the *Winema* was winding her way up the narrow twisting channel to Odessa. Mr. and Mrs. Griffith



—Ray Telford Photo

Spectators at the launching of the Winema, January 28, 1905. The Winema was launched sideways into Link River, near the head on the west side. Note type of conveyances used.

were prepared with the goods and fed the hungry mob in the big dining room of the hotel. Ross Anderson will vouch for the quality of the food for the writer saw him perform the whole operation. He started with stuffed eggs, cold meat, bread and butter, coffee, cake, more coffee and pie. When he discovered he had omitted the beans, he started in with these and made the rounds again. But there were others. During the banquet toasts were given and the guests entertained with witty stories. Col. W. H. Holabird proposed a toast to the charming hostess who responded. Her reply was graceful and well chosen. The afternoon was given up to strolls, tete-a-tetes, 'and the likes' through the tall timber and along the shady banks of the stream. We didn't have a 'sad' time coming back either. The singers were there with the bells and nobody had a chance to sleep. Mrs. Jennings presented each guest with an attractive and pleasing souvenir in the shape of miniature suit cases filled with

bonbons." (Note: The late Edith Rutenic McLeod remarked in later times, "I kept mine for years.")

Early in the *Winema's* career an attempt was made to navigate Wood River, as business men in Fort Klamath area had told the owners they could go all the way up the river to the bridge. This would shorten a long freight haul by team from Agency Lake Landing. According to Ray Telford, who was a member of the crew at the time, it took 24 hours to wash the sand bar from the mouth of the river with the stern paddles so they could enter. In the process he says the sand filled in under the boat so that they could not move off the bar head first. Backing off the bar they put a "hog" in the bottom of the boat that was never taken out.

About two miles upstream, still backing, they reached a short turn which the big boat could not negotiate, making it necessary to give up the entire project. However, their troubles were not over, for upon

reaching the mouth of the river they found the bar had again filled. The boat would have to be turned in the river in order to use the stern paddles as before.

The lower half of the paddles were removed to allow the stern to swing free so that it could be winched around. This took place about one-half mile upstream and resulted in the *Winema* becoming stuck crosswise. Finally a bay was dug in the bank, using first hay knives and then cross cut saws to cut away the chunks of sod. Turning the steamer took just one hour short of three full days. The sand bar was again washed away and the *Winema* returned to her lake.

Further items of interest concerning the *Winema's* first summer continue in the Republican:

June 8, 1905: Miss Orpha Schallock presents oil painting of *Winema* to Totten and Hansberry.

July 6, 1905: Mr. McClure, wife, and two children, with two men in a row boat at Pelican Bay. Overloaded, sinks. Barely saved by Totten and crew. McClure went down twice.

July 27, 1905: \$169.50 raised by *Winema* excursion to Agency Lake.

Under the caption "Swimming Hogs" the August 3, 1905, Republican carried the following account:

"A barge load of 31 hogs belonging to Jack Kimball was dumped into Klamath Lake, Friday afternoon, resulting in three being drowned.

"Jack Kimball and Floyd Baldwin were moving some hogs from Bear to Buck Island and had loaded them onto a barge. At about 4:30 the *Winema* stopped to take the barge in tow. When a few miles from shore, the waves from the boat pushed one end of the barge under water and the hogs finding it more easy to go down an incline than up were forced into the water. It may be they were adverse to leaving their rooting grounds, for they immediately struck out for the island, all arriving there safely with the exception of three."

Notice of a novel sporting event is contained in the November 16, 1905, Republi-

can: "The steamer *Winema* will go to Bear Island, Sunday to take a crowd for a coyote chase. Bring all the dogs you can, but no guns, as in that respect no one will be accidentally shot. The round trip is \$1.00, lunch can be had on board boat or you can have your lunch basket to suit yourself. Boat will leave landing at 9:30 A.M. sharp and return so as to reach landing at 5 o'clock P.M."

On March 8, 1906, the Republican announced that the *Winema* would make daily trips as soon as the ice was out. Thus began another year, and the steamer pursued a regular and busy schedule through the years 1906 and 1907.

Then on August 7, 1907, the *Winema* was blown over in a sudden squall apparently while running light. It was after this experience that part of her third deck was removed to give her less wind resistance.

The August 8, 1907, Republican carried the story: "*Winema* Swamped. The steamer *Winema* was blown ashore and tipped over Wednesday afternoon while on the return trip from the Landing and Odessa. The accident was due to a cyclone that came down Williamson River with such speed and fury as to make it impossible for the captain to turn his boat so as to take it head-on. The passengers climbed to the upper side of the boat as she went over, and were later taken off by a launch. Until the *Winema* is righted, the run to the Agency Landing will be made by the *Buena Vista*."

The newspaper kept its readers informed of the salvage operations:

Aug. 15, 1907: Work of righting *Winema* progressing slowly.

Aug. 22, 1907: *Winema* righted.

Aug. 29, 1907: *Winema* resumes run Friday.

In February, 1908, Totten and Hansberry advertised the dissolution of their partnership.

Further notes of interest to be found in the Klamath Republican:

June 25, 1908: *Winema* gathered up lumber barges that had been adrift for a few days.

July 23, 1908: Remodeled *Winema* on excursion with Mrs. Totten as cook. Rugs and cushions in profusion, the parlor a nursery. New and comfortable chairs on decks and prominades.

Oct. 28, 1909: *Winema* with raft of logs from Ball's Bay (Shoalwater Bay), for Moore Bros. sawmill.

Dec. 1, 1909: *Winema* tows Adams dredge to Wood River.

May 25, 1911: 150 high school excursionists on *Winema* yesterday. Autos, buses and afoot to Shippington, steamer to Rocky Point, pictures taken at Odessa.

Dec. 11, 1911: *Winema* to lay up, last trip made to Odessa for winter, on account of ice.

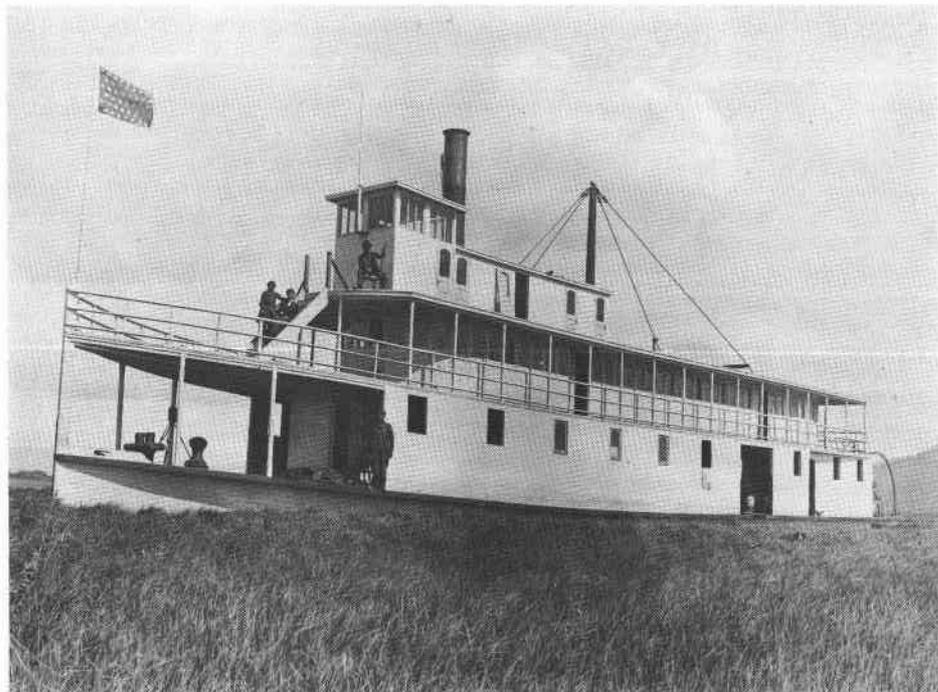
April 11, 1912: *Winema* hauling logs to Rattlesnake Point, cut by settlers back of Odessa.

Sept. 4, 1913: *Winema*, with 125

Shriners, lunch at Eagle Ridge Tavern, then to Algoma to inspect the new mill, then return.

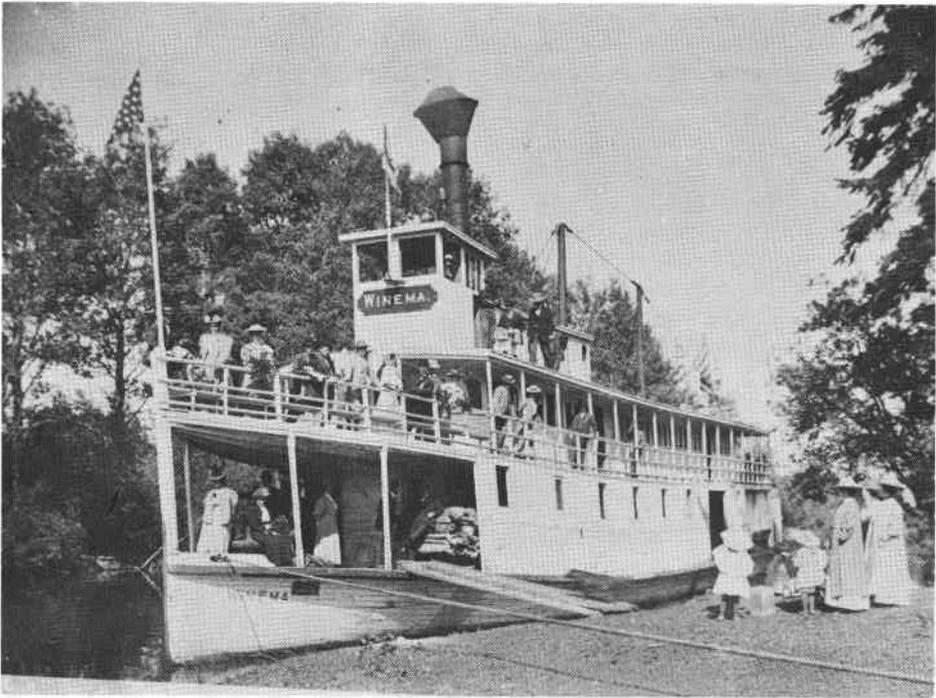
An interesting sidelight in the saga of the *Winema* is disclosed by the records of the Circuit Court for Klamath County. In a suit filed July 19, 1913, D. P. Doak, plaintiff, asked for a permanent injunction against John Totten, defendant, restraining him from landing his steamer on property owned by Doak in Lot 2, Section 32, Township 36 South, Range 7 East W. M. known as Homesteader's Landing.

In his complaint Doak stated that the property in question had been leased to third parties for the purpose of carrying on logging operations and depositing logs in the waters of Upper Klamath Lake. Doak complained that Totten interfered with these logging operations by running his steamer into shore at this point, stopping



—Ray Telford Photo

The *Winema*, "lost in a sea of grass," during May, 1905, on her ill-fated trip up Wood River.



—Maude Baldwin Photo

The Winema at Budd Spring, on Odessa Creek. Sometime during the 1905 to August, 1907 period.

the passage and preventing the placing of logs into the water. He further complained that Totten untied and removed boom poles, logs, and log rafts.

Totten's answer contended that the point was located on a public highway and that he used the disputed landing in common with the general public. A temporary restraining order was issued July 19, 1913, while the court studied briefs submitted by both parties.

The Court's opinion, filed October 20, 1913, was that, since the road was obtained by the county as an easement with the fee title to the land being retained by Doak, neither Totten nor the public had a right to the use of the landing. Riparian rights do not attach to an easement it was declared. Apparently this ended the matter

as no further action was taken in the suit which was finally dismissed for lack of action on May 24, 1922.

By 1919 the railroad and the highways had taken over more and more of the freight and passenger business of the Klamath country. The *Winema* was retired to drydock.

When she burned in 1927, one more fragment of the past was lost, one more chapter of Klamath County history was closed. Still, on a warm summer evening, if we look closely at that patch of moonlight on the Upper Klamath Lake, perhaps we can see the ghostly outlines of the "Queen of the Lake"; and drifting faintly across the peaceful water, perhaps we can hear the music of the Klamath Falls Brass Band.



—Ray Telford Photo

Launching of the Klamath on Lake Ewauna, July 29, 1905.

KLAMATH . . .

The small group of men who constituted the Klamath Lake Navigation Company were evidently satisfied with the investigations made by the Tule and Ewauna, for they began preparations for the launching of a larger boat. However, they had waited too long on the Upper Lake, or possibly were not interested in that body of water. At least the Winema was activated there about seven months before the Klamath was launched on the Lower Lake. The story of the Klamath can best be told by the participants and writers of that day. The following is in part, a paper prepared by Mr. H. L. Johnston of Portland, Oregon, and printed in the 1951 Siskiyou County Historical Society Yearbook, Vol. II, No. 1, pages 9 & 10:

"It was late in the year 1904 that Capt.

George Woodbury came to Portland to negotiate with J. H. Johnston, a prominent boat builder of that place, to design and supervise the construction of a light draft propeller boat for the Klamath Lakes region, to be operated by the Klamath Lake Navigation Company, also called the Pioneer Line, owned by Capt. Woodbury and Col. Wilkins. This boat was very different from the standard type of hull in that the stern was, what later was called the tunnel type, that it was built with a curved recess in the bottom to allow the propeller to be so placed that it would not project below the keel of the boat. This allowed the boat to navigate shallow water without risking damage to the propeller. As far as was known at that time, this was the first attempt at this innovation in the northwest waters.

... The main deck was equipped to handle freight while the upper or cabin deck was well equipped to handle passengers.

"March 20, 1905, actual work was started sawing and forming the frames of which there were forty-five, sawed from two and one-half inch fir planks. There was much other material to be accumulated and shipped from Portland to the nearest point of contact to Klamath Falls by way of Southern Pacific railway.

"The boat was powered with a compound condensing steam engine with cylinders eight and sixteen inches by nine inch stroke, it was a most up-to-date product of that time, designed by Mr. Johnston and built by the Hicks Machine Shop of Portland, turning a propeller forty-two inches in diameter. Steam was supplied by an Almy pipe boiler, built by the Almy Water Tube Boiler Co. of Providence, R.I., fueled with either wood or coal.

"The boiler was shipped from Providence, R.I., March 31, 1905, for Montague, California, then hauled by team to its destination."

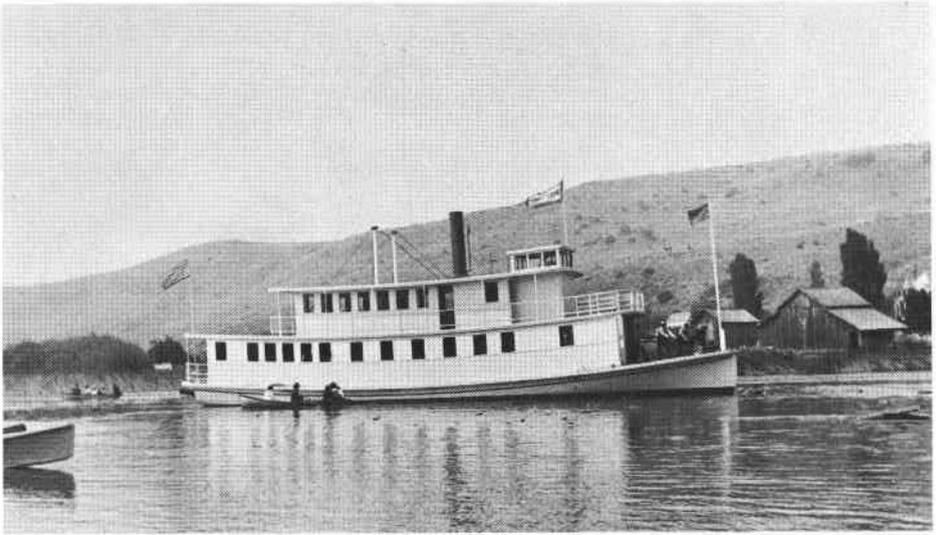
From this point onward, we will let the newspapers of the day, continue the Klamath story:

Republican, June 8, 1905: "The steamer *Klamath* which is being built for the Klamath Lake Navigation Company, is now well under way. The work is being done by Mr. John G. Sound with an experienced crew of boat builders. Mr. Sound is from Portland and is considered one of the best of the more experienced ship builders on the coast. He constructed boats in Alaska and for the large rivers in Oregon and Washington. The big boiler has already been placed in position. The Navigation Company is also having constructed at their dock in this city, two large barges which will be 20 feet wide by 62 feet long, for use in connection with this boat..."

Republican, August 3, 1905: "The steamer *Klamath* is now at anchor at the Klamath Lake Navigation Company's wharf awaiting the arrival of the inspectors before being commissioned. At seven and one-half minutes after nine o'clock Satur-

day morning (July 29th, Editor.) the boat started on the ways and in exactly thirty seconds touched the waters of Lake Ewauna. The launching was witnessed by over 300 people in spite of the uncertainty of the exact hour at which it was to occur. The people crowded the bridge, and the wharf and lined the shores, besides about twenty small crafts loaded with men, women, and children, who vied with each other for places of advantage on the water. The new steamer was designed by J. H. Johnston, architect, of Portland. The boat is 75 feet long with a 16 foot beam. The hold has a depth of four feet. It draws three feet, two inches of water, and will carry about 75 tons. The number of passengers it will be allowed to carry will be determined upon by the inspectors. A trial trip was made Sunday to Teeters' Landing, a number of prominent citizens going along as guests of the owners, Captain Woodbury and Col. Wilkins. The trip proved a perfect success and a great delight to those fortunate enough to be along. Fourteen miles an hour was made, although only 100 pounds of steam was used. It is said that the boat can make 20 miles an hour."

Republican, October 12, 1905: "The Klamath Lake Navigation Company will, this coming week, start the steamer *Klamath* on regular trips to Laird's Landing, where it will connect with the stage from the terminus of the McCloud River Railroad. Mr. M. G. Wilkins and Capt. G. W. Woodbury, of the Navigation Company, who have been in Portland for the past month, returned to this city last week. Mr. Wilkins stated to a Republican representative that they had engaged an engineer and that the *Klamath* would make a trip to the Lower Lake in a few days. Next week they would begin regular round-trips daily between Laird's Landing and Klamath Falls, and would be ready to handle freight and passengers for the Klamath country. A stage line is now in operation between Laird's Landing and the terminus of the McCloud road. The stage company is composed of Messrs. Davis, Laird, and Martin, and they promise good service. Some freight has al-



—Ray Telford Photo

The Steamer Klamath on Lake Ewauna, a few minutes after being launched, July 29, 1905.

ready been shipped over this road and has been brought to this city by the launch."

Republican, October 26, 1905: "The steamer *Klamath* started Monday, on tri-weekly trips to Laird's Landing..."

Republican, February 22, 1906: "Chief Engineer Griffith, of the California Northeastern, and about 20 of his engineering crew chartered the steamer *Klamath* and came to Klamath Falls, Monday. The boys have been in camp all winter and it was a great pleasure for them to have a few hours in town. They all returned to their camp on Lower Lake in the evening, with the exception of one crew, which remained in Klamath Falls to complete the surveying of the depot grounds and the track through the city."

Republican, November 8, 1906: "A rock crusher, weight 35,000 pounds, from Allis-Chalmers of Chicago, destined for the Reclamation Service, shipped by rail to Pokegama, thence freighted by teams to Keno where it was loaded on a barge and brought to Klamath Falls by the *Steamer Klamath*. Tied up near the Aldrich cottages on 3rd Street."

Republican, November 15, 1906: "While on the return trip from Laird's Landing last Saturday evening the propeller of the steamer *Klamath* came in contact with a sunken log and every blade was broken off. The accident occurred as the boat was entering the straits. As soon as the home office was notified of the accident, the *Ewauna* was dispatched to the scene of the trouble and the crippled steamer towed in. It was but a short time ago that the steamer lost two blades of her propeller, while crossing the reef a few miles below town. The company had an extra one on hand and the delay at that time was insignificant. Not anticipating a recurrence of the trouble very soon, an order for a reserve had not been placed, and this will result in laying the steamer up for about ten days. During this time the boat and machinery will be thoroughly overhauled, and when she starts out again she will be in better trim than ever before."

During the winter of 1906-1907, the steamer *Klamath* encountered a great deal of trouble from ice. Republican, November 29th: "...Saturday, ice knocked a hole in the side..." December 6th: "...much

freight accumulated at Laird's.... Warm wave . . . ice melted... *Klamath* running day and night." December 20th: "...too much ice for the *Klamath* this winter... laid up."

There were difficulties of other nature, as witness, Republican, February 28, 1907: "Esley Morgan unloaded 1,000 pounds of dynamite on the dock to be shipped, but the Navigation Co. would not receive it, hence he had to reload it and pull through to the Falls."

Stage lines were being changed during the spring and early summer almost overnight, as new ones started, or old ones changed, and with the steamer *Klamath* playing an integral part in most. There were three in competition at one time, all from different railroad terminals, Pokegama, Ager and the end of the rails on the new California Northeastern railroad. (Republican, May 16, May 30, June 6, 1907, etc.)

Over this latter line in 1907, came a party that brought many changes to the Klamath country. Their first entry into the Klamath Basin is recorded by the Republican of August 22, 1907:

"Like the Arab that quietly folded his tent and silently stole away did the Harriman party enter the city last Saturday evening, twenty four hours ahead of time. Composing the party were E. H. Harriman, his two sons, H. P. Hoey, construction engineer of the California Northeastern, W. V. Hill, Mr. Harriman's private secretary, Dr. Lyle, his physician, J. A. Taylor, the boys' tutor and valet. They were driven to the home of Mr. and Mrs. A. H. Naftzger, where they had dinner. The night was spent at the home of Mr. and Mrs. W. S. Worden, from where, after breakfasting, the party proceeded to the Upper Lake where they boarded the *Buena Vista* and went to Pelican Bay.

"Mr. Harriman entered the Klamath Basin by way of the California Northeastern, being desirous of inspecting the line that is to play such an important part in the through traffic between Portland and San Francisco. He was highly pleased with the manner in which the work was being done,

and several times complimented Mr. Hoey on the skilful manner in which he was executing his instructions.

"On reaching Bray's, the present terminus of the road, the party was driven in carriages to Teeters' landing where they boarded the *Steamer Klamath* and came to this city. Mr. Harriman seemed to realize the hardships encountered by passengers in reaching the Klamath Basin, for he was quite fatigued when he reached Teeters' landing. This was forgotten for the time in his surprise in seeing such a fine boat as the *Klamath*, and plied Colonel Wilkins with many questions as to how the boat was brought here, the demand for its services and many other things connected with its operation.

"On board the boat to welcome the distinguished financier were Colonel William H. Holabird, whose guest Mr. Harriman will be during his sojourn at Pelican Bay, A. H. Naftzger, J. D. Church, engineer in charge of the work for the California Northeastern at this end, and W. S. Worden, right of way agent.

"The man who reached this city to hide himself away from the cares of finance and railroads was not the Harriman of Wall Street. It was the man of leisure, the man who seeks a good time, a recreationist, a desire to free his mind from the labors that have worn deep furrows in his brow and stamped their weight indelibly on his countenance. One would think to look at him that he was the last man in the world that controlled millions upon millions and held in his hand the welfare of thousands of miles of railroad; who has done more for the progress of railroading than any man in the history of the country; the man of all men most villified and apparently misunderstood, was "as plain as an old shoe," and it was only when some question or subject in which he was deeply interested was touched upon that the fire that has been so dangerous to Wall St. manifested itself, he was again the personification of the man who is the mainspring of the greatest railroad enterprise in history. He comes here for the rest he much needs, and though he will be in close touch with the outside

world through the special telegraph line that was erected for his private use, he is not going to let business cares interfere with enjoyment of his vacation.

"It is the intention of Mr. Harriman and party to indulge in all the sports and past-times that the wealth of Northern Klamath offers. It will be a season of hunting and fishing and sightseeing. Bear, deer and mountain lion will be hunted, with possibly a few parting shots at the ducks for it is quite likely they will remain until after the duck season opens. Crater Lake and the beautiful canyons of the northern part of the county will be visited, and Mr. Harriman will be given an opportunity to see why Klamath County lays claim to being the Switzerland of America."

The story of the *Steamer Klamath* as reported by the newspapers, again continues as the Republican, September 5, 1907 reports: "Boat Again On Keno Run. Untoward circumstances have played a prominent part in transportation affairs in this region during the past ten days, with the result that the difficulties that have arisen in the path of establishing the boat service between this city and Keno are removed and the next week will see it an accomplished fact. The key that unlocks the door was an attachment taken out by the American Bank and Trust Company against the navigation company and Mr. and Mrs. E. E. Woodbury. The approximate amount was \$1,000. When it became evident that it was going to be a difficult task to raise the funds to meet the indebtedness covered by the attachment, W. R. Davis came forward with a proposition that offered a solution to the problem, and incidentally gave him control of the navigation company's property. The indebtedness of the navigation company is close to \$10,000. The load has been pretty heavy for some time and especially since no agreement was made with the McIntyre and Stage companies. Big corporations were organized and some big talk indulged in, but it would seem that it was all moon-shine, for when it came to raising the cash it could not be done. Davis, it is understood has offered to undertake the job. As securi-

ty he has a second mortgage, assumes control over the affairs of the company, and will operate all of its business. He will take care of the attachment that now hangs over the company and will meet the other indebtedness as it falls due. In the meantime the entire income of the company goes to him to liquidate the indebtedness he assumes. That "Bill" Davis is able to take care of the matter is well known. He will make a contract with the McIntyre and Stage companies and thus place the operations of the steamer Klamath on a paying basis. It is an ill wind that blows no good. Out of all this trouble will come benefit to the public in general and the interested parties in particular. The property of the navigation company is recognized as being very valuable. Under the direction of Col. Wilkins it was prosperous, but other influences often over-rode his judgement and it was not long before it was traveling stormy seas. Now that it is again in the hands of a man who will run it on business principals and who will not be handicapped with petty hair-splitting interferences it will once more return to its prosperity and in the end be returned to the company free from debt and on a paying basis. The public will hail the new deal with delight, for it cuts out the ride from here to Keno, and the winter has not the dark and stormy appearance that it had."

Republican, September 12, 1907: "As stated exclusively in last week's Republican, the boat service was re-established between this city and Keno. W. R. Davis is the general manager of the navigation company, virtually occupying the position of a receiver. He has assumed the obligations of the company thus relieving it from the attachment suit filed by the American Bank and Trust Company. The other obligations will be paid off as they come due. Mr. Davis will be reimbursed by the surplus accruing from the operation of the boat and when all indebtedness is wiped out, the property will be returned to the navigation company's stockholders. The fare from Pokegama since the inauguration of the boat service is \$4, the same as it was last winter. Beginning

October 1st all freight will come into this city by boat, the transfer being made at Keno. It will be seen that the operation of the boat will be a profitable proposition."

The Evening Herald of April 11, 1908 announced: "Monday morning the mail will go from this city to Teeters' Landing on the steamer *Klamath*. There it will be met by the mail stage which will carry passengers to Pokegama. This service will continue until the mail route is changed."

The Evening Herald of April 20th, further announced that: "The steamer *Klamath* bursted one of her pipes this morning when about two miles from the dock. The accident put the boat out of commission and a party returned to the city in a row boat to get a launch to take the passengers and mail on to Teeters' Landing. The accident will put the steamer out of service for a day or two."

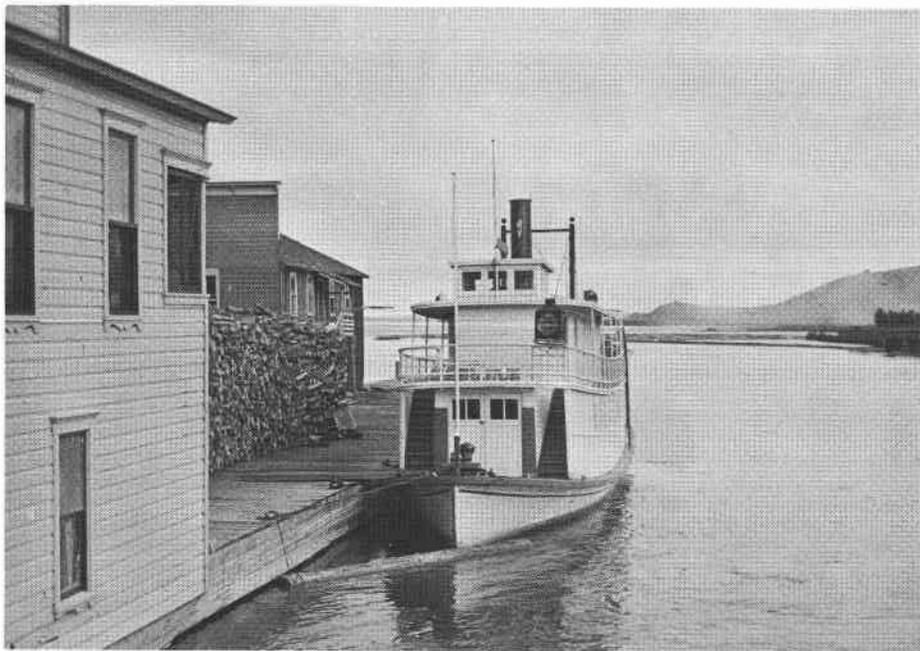
In the spring of 1908, with the approach of the railroad from the south, the Republican of April 2, announced that "on April

5th, the Klamath Falls Transportation Company (W. R. Davis) will begin hauling freight from the railhead at Mount Hebron. The freight will be transferred from the wagons to the *Steamer Klamath* at Teeters' Landing."

By the end of the month, the rails had advanced far enough that a stage began running from Dorris to Teeters' Landing, and the *Klamath* was being thoroughly overhauled. (Rep. April 30, 1908.)

On June 1st, the Evening Herald reported: "The mail will arrive tonight on the steamer *Klamath*, coming in for the first time by way of Dorris. It will be later in the evening when it arrives, and if the train should be late it will arrive here too late for evening distribution."

By August 27th, the Evening Herald reported that the *Klamath* was making two trips per day from Teeters' Landing. On the first trip in the morning, 30 tons of freight was brought in on a barge, then the return trip to Teeters' was made with a



—Maude Baldwin Photo

Steamer *Klamath* at the docks of the Klamath Lake Navigation Company, at the mouth of Link River, below the bridge and on the east side.

large load of box material. The second trip back to Klamath Falls, passengers, mail, etc., which arrived in the evening. This latter trip was made in one hour and 40 minutes, at least on this one occasion.

The Evening Herald, November 12th: "The steamer *Klamath* moved a dinky engine and steam shovel to Klamath Falls this week."

The Evening Herald, November 26, 1908 announced that the railroad had reached Worden, and that Abel Ady was running a stage between that place and Blidell, the new name for Teeters' Landing.

By December the problem of ice again confronted the *Klamath*, (Evening Herald, December 17.) and someone started construction of an ice breaker, with the principle of running under the ice. No mention can be found of the outcome of this venture, nor the outcome of the ice problem during the remainder of the winter.

Republican, May 27, 1909: "More than one hundred Klamath Falls people were passengers on the steamer *Klamath* last Thursday for Ady, where they met the first train coming into this city. The steamer left the wharf shortly after 9 o'clock. A large crowd had gathered at the water front to see her start on her last trip to connect with the railroad. For several months the steamer *Klamath* has been doing excellent service for Klamath Falls, and it is with a feeling of regret that the residents of the city watched the boat start on her final journey of commercial importance.

"Shortly before noon the boat arrived at Ady. Many of the excursionists had brought lunch baskets and enjoyed their dinners sitting in the shade of box cars on piles of ties. The novelty of the experience appealed to everyone and enthusiasm flowed galore. No sooner did the train get in sight when the experimental farm, which was the center of attraction, was deserted, and all rushed to the station to join the crowd in a demonstration. On the train then were a number of regular passengers, besides some twenty excursionists from Dorris. En route to this city the band accompanying Peterson Bros.' theatrical troupe

rendered a number of selections, adding much to the excitement that was prevalent.

"In this city all business was suspended. Merchants, clerks and laborers deserted their places of business and their work to join in greeting the first train. School was closed for the afternoon and hundreds of school children mingled their shouts with the music rendered by the Klamath Falls Military Band and also by Peterson Bros.' Band. It is conservatively estimated that 1,200 men, women and children gathered at the depot site to herald the arrival of the long-awaited iron horse. The crowd remained at the station until after the train took its departure. Many of the residents of the city took passage on the first train so as to have the distinction of leaving on the first train.

"It was noticeable that among the excursionists who went to Ady there were many of the pioneers of the Klamath country. While there was a general sprinkling of new blood among the enthusiasts, still the old prevailed. Several of the Indian women who make this city their home also took occasion to win the distinction of being among the passengers who rode into the city on the first train. Those of the excursionists who have resided in the Klamath country for twenty years or more were: Mr. & Mrs. A. L. Leavitt, J. M. Fountain, Miss Laurinda Sauber, Mrs. Amanda Hamaker, Mamie Boyd, Mr. & Mrs. J. G. Schallock, Mr. & Mrs. W. F. Arant, Mrs. R. A. Oliver, Miss Maude Baldwin, R. S. Moore, J. A. Uerlings, Mr. & Mrs. J. V. Houston, Merle Houston, Ky Taylor, C. I. Roberts and Alex Martin Sr."

With the arrival of the railroad in Klamath Falls, practically all business for the *Steamer Klamath* had come to an end, so by July 1st, the Republican reported: "TO TRANSFER STEAMER KLAMATH. Plans are being made by the Klamath Lake Navigation Company to move the steamer *Klamath* to the Upper Lake. Recently parties have been here from Portland to figure on the contract for moving the boat. While the plans of the navigation company are not yet fully matured, still it is certain that the

Klamath will be moved, and a through rate to the great Oregon wonder established.

"The boat will connect with the stage line to Crater Lake at some point on Crystal Creek, making the route as short as possible. Mr. Fassett who has charge of the transportation matters, states that it is the plan of his company to establish a service which will enable passengers to arrive at Crater Lake twelve hours after they leave this city.

"Soundings have recently been taken on the Upper Lake and the reports are that it has been found feasible to operate the *Klamath* to good advantage. In order to move the boat it will be necessary to take it to pieces and rebuild it. The plans of the Klamath Lake Navigation Company will be perfected in the near future and some definite action will then be taken."

The moving of the *Klamath* to the Upper Lake, "As Told To Me by Ray Telford," seems not to have been done until sometime during the spring of 1910. The only inclination as to the date of moving comes from the following article in the Evening Herald, July 1, 1910: "The *Steamer Klamath* today starts on its trial run to Agency Landing. It has been thoroughly overhauled and repainted since being transferred."

The story is then continued by the Evening Herald: "July 18, 1910, some 60 persons were taken on the *Steamer Klamath*, by Col. Wilkins, on the 17th, to Rocky Point.

May 10, 1911, a High School excursion was taken on the *Steamer Klamath* to the Agency, where a ball game took place, then on to Ft. Klamath the next day, and a game held there, the return trip again by the *Klamath*.

May 25, 1911, the *Steamer Klamath* was one of the favorites in the Klamath Lake Navigation Company's fleet, making daily trips to Eagle Ridge and Rocky Point, leaving at 9:00 and returning at 5:00, Capt. Reed in charge. The *Steamer Klamath* changed into an oil burner, had an oil car on the mill siding (Pelican Bay Lumber Co.), pumping into a tank.

November 18, 1911, the *Steamer Klamath* recently towed rafts of logs, one of 300,000 and another of 750,000 feet, from Odessa to the Pelican Bay mill.

March 21, 1912, describes the logging operations at Pelican Bay, as consisting of 80 men in the woods, 1 railroad engine, 16 logging cars, a McGiffert loader, and the *Steamer Klamath* to tow the logs to the sawmill and haul supplies to the camp.



—Maude Baldwin Photo

Steamer Klamath and the Spray at Eagle Ridge dock, Upper Klamath Lake.

September 25, 1913, told of difficulties attached to the moving of the *Steamer Klamath*. It seems that M. R. Doty was to raise the Steamer Klamath, then a spur was to be built to it. The railroad, however, failed to build the spur. Doty was then hired to move the boat 700 feet to the railroad by Col. M. G. Wilkins, vice-president of the Klamath Lake Navigation Co. The company refused pay, saying Wilkins did not have the authority without special direction from the General Manager, Mr. Parkhurst. The jury in the Lower Court brought judgment in favor of Doty and this was sustained by a Supreme Court decision.

November 13, 1913: "...formerly operated by the Crater Lake Company, ... now owned by the Pelican Bay Lumber Company, and used in towing logs."

December 11, 1913 reports the *Steamer Klamath* as leaving Pelican Bay Tuesday morning, with James C. Johnson and 80 men, plus a barge load of Christmas trees to be shipped to Portland, and reaching the dock here late Wednesday night. The ice in some places was six inches thick, and in no place less than four inches. Some of the men went ashore on the ice and walked overland to Klamath Falls. This was the last trip of the season.

The *Steamer Klamath* continued in use for a number of years, and later when her services were no longer required, was tied up at the mill end of the cut leading from the Upper Lake to the sawmill itself. Junked and abandoned, it had sunk to the bottom of the log cut, long before the picture on the last page of this book, was taken in March, 1948.

CURLEW . . .

In early April, 1908, H. C. Telford and Son began construction of a 36 foot launch for Griffith's at Odessa, (Republican, April 2, 1908). This launch was later christened the *Curlew*.

By April 16, 1909, the *Curlew* had been transferred from John Griffith to W. H. Clark and H. E. Calkins. A regular daily service was then planned. It was planned the *Curlew* was to be put on the regular passenger routes for the coming season. Moorage was at the Buena Vista landing with Sunday excursions planned for the summer months.

By May 5, 1909, (The Republican), the *Curlew* was making regular trips from Klamath Falls to Agency Landing via Odessa. From there, the stage continued the route on to Fort Klamath.

A week later it was announced, the *Curlew* would run into Odessa every day, due to the several logging camps in operation nearby. J. A. Martin carried the mail on the *Curlew* until summer service to Ashland could be resumed by stage.

Items of note from the Republican, fol-

low, July 1, 1909: "The high south wind yesterday nearly dried up the lake. The big launch *Curlew* grounded in her stall in the boathouse and there was a fair current up the lake all day." July 15, 1909: "W. H. Clark, who with W. A. Calkins, operated and owned the launch *Curlew* on the Upper Lake, has disposed of his half interest in the boat to J. L. Martin, the Fort Klamath Stage man. Mr. Martin will be located in the city and look after this end of the business. Capt. Calkins will operate the launch and care for the comfort of passengers. The captain has two ambitions—to make his passengers comfortable and to have the best chickens in the state. If you want to get him really interested, talk chickens to him, and he will drop everything except his attention to his boat, and he will come pretty near doing that too."

Capt. Calkins sold his interest in the *Curlew* to the California-Oregon Power Company in 1924, (Herald & News, December 6, 1943). After years of faithful service, the remains of the *Curlew* lay alongside the Copco boathouse for years.



—Maude Baldwin Photo

Buena Vista (later the White Pelican) at Budd Spring (now U.S.F.S. Camporee Spring), 1907-1911 period.

BUENA VISTA . . .

The *Buena Vista* was built by Pete Perry in his boat shop near the point above Fremont Bridge. It was launched Friday, April 12, 1907, and cost over \$3,000. It had a 20 horse power gasoline engine (Republican, April 18, 1907).

On Monday, April 15th, the *Buena Vista* made an excursion to Wood River, where it went upstream as far as George Loosley's place. "J. L. Buell, of the Klamath Falls Land and Transportation Co., and manager of the boat, E. R. Reames, Judge Griffith, T. W. Stephens, Chas. Withrow, J. T. Totten, Gus Melhase, Capt. Perry, builder of the boat, B. St. George Bishop, W. E. Virgil, Frank Courtade, who will be future boss of boats making this trip and L. A. Murry of Portland, who installed the engine, were the party on board the *Buena Vista*, and gave it its successful trial run."

A week later, April 25th, the Republican again reported: "One of the delightful parties of the season was given by Mrs. E. R. Reames when she entertained a number of her friends on board the launch *Buena Vista* last Thursday. The guests were taken to Squaw Point where they disembarked and enjoyed a delicious luncheon. Cards were played both going and coming and the event was one of the most pleasant outings ever given on the Upper Lake."

Used the next few years for excursions and chartered to parties, the boat is next

mentioned in the Evening Herald of May 11, 1911, as follows: "The old joke *Buena Vista* has been remodeled into the *White Pelican*." This was evidently the occasion of Curly McDonald, the boat builder, cutting the boat in two and adding in a section in the middle to lengthen it.

Finally on July 4, 1912, The Evening Herald reports: "The *White Pelican* launch has been remodeled and painted, and hereafter will be used as the private launch of W. Paul Johnson."

BARBARA . . .

Very little is known of the launch *Barbara*, owned by B. St. George Bishop. It seems to have been on the Klamath River by April 1908 or before, possibly in 1907. According to the Republican of April 23, 1908: "Bishop offered the defeated political candidates an excursion trip down river."

Again, according to the Republican of July 11, 1909, the *Barbara* then on the Upper Lake, took a party of business men to Wood River to investigate the feasibility of the U.S. Government opening that stream to boat traffic. The launch took the party as far as the Weed Bridge, from where they continued on by land to Fort Klamath. The party consisted of U.S. Engineer Schubert, B. St. George Bishop, R. H. Dunbar, Judge Henry L. Benson, Judge George T. Baldwin, E. B. Hall, and a Mr. Maddox.

We have no further information on the *Barbara*.



The first Mazama on Upper Klamath Lake.

MAZAMA . . .

For several reasons, it is thought best to give most of the history of the *Mazama* by a series of newspaper articles as follows:

Republican, February 27, 1908: "J. B. C. Taylor and M. F. Parker, are building, near Hanks Landing, a fast traveling steamboat for service between Klamath Falls and Fort Klamath. The boat will be 50 feet long and 12 foot beam with cabin and pilot house, and will be equipped with two 12 horsepower engines and twin screw propellers.

"The keel has been laid and the frame up and lumber is ready for the sides. The boat will be ready for use by May 1. The regular round trip, daily run between this city and the Fort will be inaugurated about June 1. The steamboat is especially constructed for use on the river and will be able to make the short turns necessary, which are impossible for boats the size of

the *Winema*. It is to be used for conveying passengers and light freight to the Wood River country."

Republican, March 19, 1908: "Articles of incorporation have been filed with the Secretary of State and also with the County Clerk, of the Crater Lake Navigation Company, with M. F. Parker, J. B. C. Taylor and Jennie Gates as incorporators. The company is capitalized at \$5,000. The stock is fully subscribed and there is none for sale. Mr. Taylor has been elected general manager. The company proposes to engage in and operate steam and electric boats on the Upper Klamath Lake and all the tributaries, including Wood River. They will carry passengers and freight.

"M. F. Parker returned from Fort Klamath Thursday in the gasoline launch. He says that they will be able to travel Wood River within a short distance of the Fort in

their new steamboat but work will have to be done on the lower end as soon as the dredge arrives.

"J. B. C. Taylor left for San Francisco Sunday to purchase the machinery for the steamboat which is being built for Wood River."

The Republican of April 2, 1908, reported that Taylor got the boiler and engine for \$3,500, and that the boat was about completed.

The Evening Herald of May 5th, 1908, announced that the *Mazama* was launched "yesterday," by Parker and Taylor, and that the machinery had not yet arrived.

The Evening Herald of June 1, 1908, announced that the engines for the *Mazama* "will be installed this week."

The Evening Herald of July 30, 1908, announced that the *Mazama* had made its first trip up Wood River, to the Weed Bridge the day before. The word had been telephoned in from Klamath Agency, where it was said the boat could be seen, working its way up the river. The bar at the mouth of the river "had been removed to such an extent that boats could readily cross." The work was being done by a Mr. Jas. Wheeler for \$100.

The Evening Herald of October 11, 1908, announced that the *Mazama* had overturned at Eagle Point, in about 6 feet of water; that the *Mazama* was headed for Fort Klamath, and that the load was transferred to a barge which was poled to shore.

Republican, October 22, 1908: "... *Mazama* still sunk... *Hornet* standing by."

Republican, January 7, 1909: "The *Mazama* will be on dry dock for a few days."

Republican, March 25, 1909: "The *Mazama* went up lake yesterday . . . towing logs from Crystal Creek to Long Lake Lumber Company."

Republican, April 22, 1909: "The steamer *Mazama* is receiving extensive repairs. When completed she will run on regular trips to Wood River."

Republican, June 24, 1909: "The *Mazama* is in the employ of the Southern Pacific Company, . . ."

Republican, July 1, 1909: "A new factor has entered the hay market of Klamath Falls, and it is one that is going to cut a considerable figure. This new factor is the Fort Klamath country—a section that heretofore has never been able to get hay to this market on account of its isolated position from transportation. But things are changing rapidly in the northern part of the county, and nothing is playing a more prominent part in this work than Wood River—a stream that was never supposed to hold within its confines the unlocking of a territory greater than some states and with resources sufficient to supply a vast army. But the magic key has been found when the work of deepening the bar and straightening the river was first undertaken, and the results following the small amount of work done have been so great as to insure greater development of the stream in the future.

"The *Mazama* has entered into the business of hauling hay from Fort Klamath. The launch runs within four miles of the city, or to the Weed bridge, at which point arrangements have been made for dockage and where hay is loaded directly from the wagons. C. T. Oliver has contracted for 170 tons of this hay, and others are already negotiating for larger purchases. The quality of the Fort hay is such as to open for it a ready market at a price equal, if not above, that generally paid for the product of the lower valleys.

"No trouble has been experienced by the *Mazama* in crossing the bar at the mouth of the river, the channel being kept open by the regular traffic that now floats on the bosom of this magnificent little stream. Since the warm weather has set, the level in the river has risen to an appreciable extent, and this condition will continue for the rest of the summer.

"While conditions are far superior to what they were a year ago, there is a good deal of room for improvement. F. M. Parker is of the opinion that the expenditure of \$100 would be sufficient to remove all of the principal obstacles to the easy navigation of the stream, but a great deal

more than this sum ought to be expended in order to make such improvements as to insure the permanent use of the river as a medium for transportation of all the freight that goes into northern Klamath."

Republican, August 5, 1909: "The Steamer *Mazama* has delivered a hundred tons of hay from Wood River so far, and has a lot more to bring. Captain Parker says he has got the best boat on the lake and don't you forget it."

Republican, August 26, 1909: "*Mazama* ... damage to port propeller, ... later broke the starboard wheel ..."

Republican, November 25, 1909: "Monday, the *Mazama* resembled an arctic whaler ... , two or three other boats went up the next day in the channel made by the *Mazama*, through the ice on her down trip."

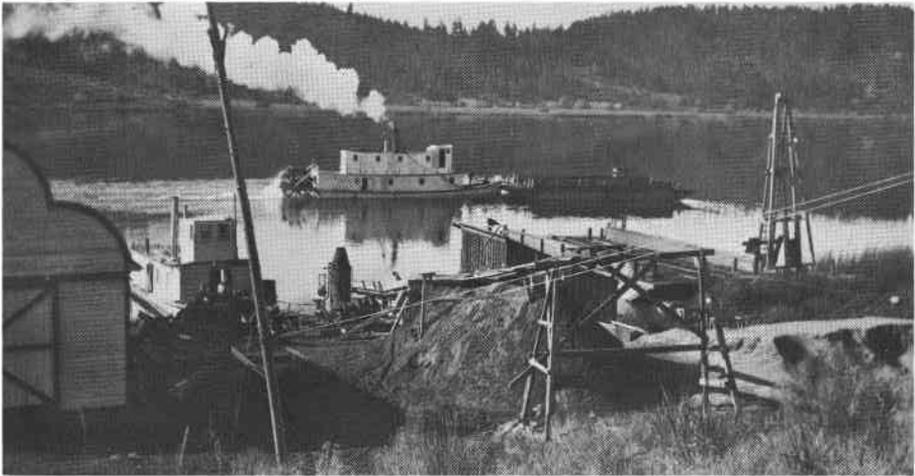
Evening Herald, May 2, 1912: "A new hull is being built for the *Mazama*, 63 x 13 feet. The new boat will be 25 ton capacity, and the work is being done by L. R. McDonald. The hull will be of coast fir, and will be finished in 10 days. The machinery

is being transferred from the old boat."

Evening Herald, May 16, 1912: "The new *Mazama* will be ready next Wednesday. It will have a speed of 10 miles per hour."

From notes of the late Edith Rutenic McLeod: "Captain Millard Filmore Parker and J. B. C. Taylor built the boat about 1908 and hauled freight on Upper Klamath Lake to merchants in Wood River valley. Parker sold out his interest to Taylor in 1918. We used to go to Cherry Creek and Wood River, with our month's camping supplies on it. Once, going around a sharp turn suddenly in Crystal Creek, Parker turned the boat so suddenly that mama's pudding she was making on the stove in what served as the galley slid off the stove, upsetting on someone's suitcase. So the captain didn't have desert for supper."

The hull of the *Mazama* is reported to have laid in the tules, west of the Copco boathouse on the Upper Lake, for years. (Statement of Lester "Sharkey" Robinson.)



—Priest Photo

The *Modoc* at dock, and the *Eagle* pushing the barge. Both boats were engaged in the sand trade at times. Docks at location of present Pelican Marina.

EAGLE . . .

In the spring of 1908, there was being constructed a boat, of unknown dimensions, that was known as the "*White Cindy*,"

Evening Herald, June 1, 1908. Then on the 8th, reported that the *White Cindy* would become the *Eagle*."

Next on June 25th, it was further reported: "The steamer *Eagle*, Captain Cor-



The Hooligan towing two empty scows up Wood River, after baled hay. This picture passed through a fire.
—Photo Courtesy Mrs. Ester G. Newell

HOOLIGAN . . .

The new tow boat "*Hooligan*," belonging to Captain Hansberry, was launched Saturday, April 17, 1909, and had her engines

installed the latter part of the month. It had a barge type front. (Republican, April 22, 1909.) (continued on next page)

bett, arrived in port after a ten days cruise on the big lake. The *Eagle* circumscribed the entire shore and traveled over two hundred miles. Captain Corbett says the trip was like a romance and that such a cruise is worth much time and preparation, and one long to be remembered. It is unfortunate that the *Eagle* is not in commission for the general public as she is of very light draft and can almost navigate the dew and is well adapted for the shallow inlets and creeks of Great Klamath Lake."

The *Eagle* seems to have almost immediately gone into the sand trade between Wood and Williamson Rivers and the then booming city of Klamath Falls. Further the sand trade must have increased to such a degree that we find, Republican, September 10, 1908: "Captain Corbit is installing heavy machinery in the *Eagle*."

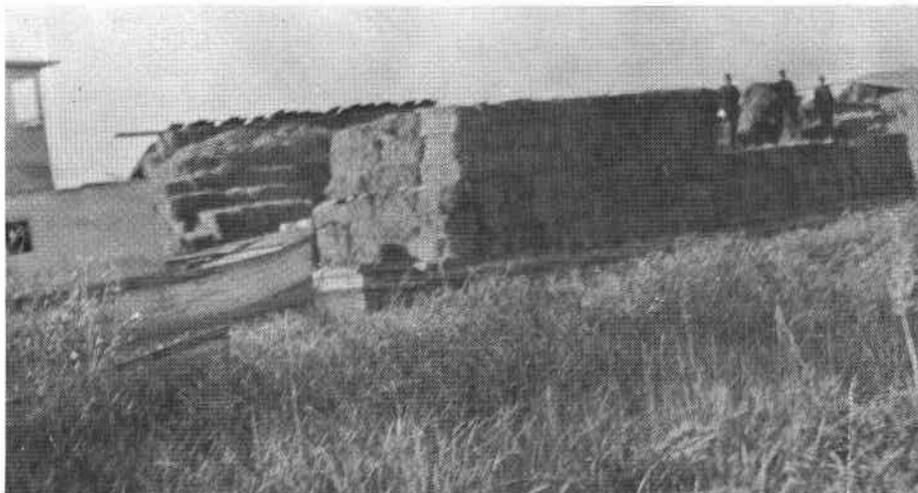
Later, on March 6, 1909, we learn that "Mark O'Con is the captain of the *Eagle*."

The Republican of July 15, 1909 announced that "the *Eagle* is laid up while the captain and crew build a 20 x 50 foot barge." It must have been at about this

time that Anton Wickstrom acquired the *Eagle*, as the first mention of his name is to be found in the Republican of August 5, 1909: "Lumber for the Wickstrom barge arrives from Portland. The *Eagle* has the contract for a large quantity of wood, 1,000 cords, from Crystal, to be delivered at Modoc Point for the Southern Pacific." And that, "Wickstrom of the *Eagle* is to lay off while building a barge." Further that "the *Steamer Eagle* people claim the record for freight as well as distance traveled, she having moved over a thousand tons of sand alone since March 1st. She will make a special trip to the Williamson tomorrow."

In the Republican of November 25, 1909, an article written by "A Navigator" states: "The *Eagle* was built by Nosler; it was a hoo-doo until Wickstrom bought her, called the '*Black Marier*,' she did everything but go ashore and climb trees, and was a total failure."

The *Eagle* sunk off Ritchie Point, near Skillet Handle when Wickstrom was pushing her. (Statement of "Sharkey" Robinson.)



—Photo Courtesy Mrs. Ester G. Newell

Loading two scows with baled hay near the Weed Bridge on Wood River, to be towed to Klamath Falls by the *Hooligan*.

The new boat was in commission by June 3rd, and was first used as a pile driver, and shortly thereafter went to the Odessa neighborhood after logs, for the Long Lake Lumber Company.

The Republican of June 24th, reported the *Hooligan* as taking up a "logging donkey engine for the Long Lake Lumber Company."

Another article under the same date reports: "The steamers *Hornet* and *Hooligan* arrived in port this evening and while their crews deny any tendency to race, the heat of the engine room is at least suggestive."

On August 5th the Republican also reported: "All the Hansberrys go up the lake on the *Hooligan* today, the captain and the crew look after the business of the Long Lake Lumber Company, while the women and children will camp, fish and fight mos-

quitos for a week of Tuesdays."

During August, Hansberry brought in rafts of logs as follows: 200,000 feet from Crystal, 50,000 feet from Rattlesnake Point and 300,000 feet from Crystal, yet the mill ran short.

By September 2nd, the *Hooligan* had contracted with Totten to haul wood from near Col. Allen's place to Totten's dock near Shippington.

Early storms in December caused the *Hooligan* to be late with logs, necessitating closure of the sawmill. Later in the month, all boats on the lake were frozen in, the *Hooligan* at Crystal.

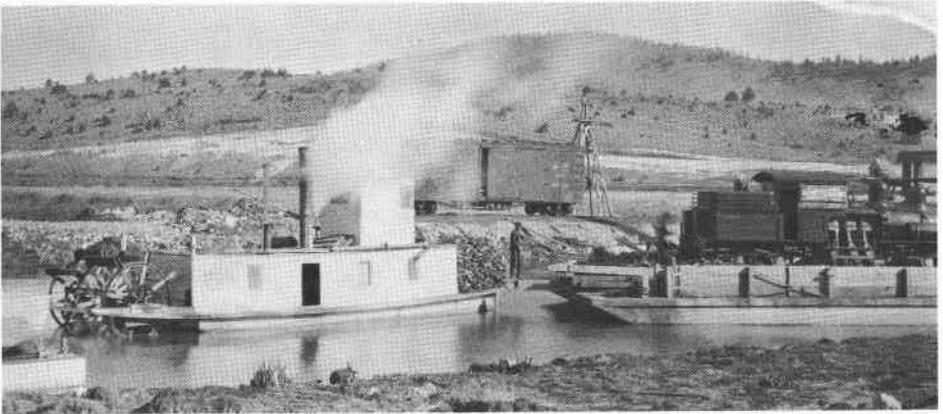
By February 11, 1911, Hansberry had the molds ready for a new steamer, which seems to have been built and probably sold to Captain Parker before 1913.

WASP . . .

Anton Wickstrom and John Linman built the *Wasp* in late 1910 or 1911. It was 13 x 50 and had a draught of 26 inches. The *Wasp* burned in 1912 or slightly later. The partnership was then dissolved, after

which Wickstrom rebuilt the *Wasp*.

The first *Wasp* was a barge type boat, and had no reverse. The *Wasp* was said to have been sold to Del Gammon, California Oregon Power Company engineer.



—Priest Photo

The Modoc at Pelican Bay Lumber Co. log cut. Shay engine on barge, towed across Upper Klamath Lake to Pelican Bay logging operations, 1911.

MODOC . . .

The *Modoc* was built by John Linham during the summer of 1910. It was a stern wheeler, 16 x 60 feet, with a draft of 34 inches. The boat was a tug type and was burned in 1912.

The *Modoc* was rebuilt shortly thereafter, and the above dimensions may apply to the latter boat, since from pictures it appears to be the larger of the two.

The *Modoc* was eventually sold by Wickstrom to A. Graham, thought to be representing the Power Company. It was used as a pile-driver and work boat by the California Oregon Power Company for several years and was eventually burned by them and the remains used in the Lakeside Garden dykes.

NORTH STAR . . .

After a seeming long delay, work on the *North Star* was resumed in April 1909 and according to the Republican of May 6th, would be "launched as soon as calked."

The Republican of November 25, 1909 further stated that the *North Star*, the latest creation of Nosler, was on the ways at Buena Vista docks. It was 100 tons displacement, the second largest on the lake, a stern wheeler, of light draft with 50 horsepower engines and fitted as a passenger boat.

By February 11, 1911, the *North Star* was again on the Winema dock, this time for overhauling.

Then on May 1, 1911, the Evening Herald makes the final report on the *North Star*: "The people of Shippington were startled between 9 & 10 o'clock last night to observe that the little steamer *North Star*

was afire, and was drifting on the lake, the rope attaching her to the landing having been burned in two. A launch was sent out to the steamer, and efforts made to attach a rope to the hull, but the rope broke and the boat finally sank, leaving only her smokestack in view.

"The boat was valued at \$2,000, and belonged to Burke Wilson, who had no insurance on her. She had been engaged in hauling sand from a point up the lake to Shippington. The origin of the fire is a mystery.

"The destroyed steamer was built two years ago. Commodore Nosler constructed the hull, while the cabin was built and the boiler and engine installed by Wilson and Willets. The steamer has been used almost entirely in the sand trade."



—Photo saved through the efforts of Hal Ogle

The Buffalo on the Klamath River at Keno, probably in early spring of 1913. Henry Snowgoose in large coat at right. Captain Ball, owner with the pole, and possibly "Pappy" Gordon in the doorway.

BUFFALO . . .

After leasing and running the *Canby*, between Keno and Klamath Falls for about two years, William Carver Ball decided to build his own boat. This work was begun in the fall of 1912 and finished sometime in the spring or summer of 1913.

Ball originally came from Buffalo, New York, as did the engine, when needed in the new boat. It was a gasoline or distillate burner.

The Evening Herald of September 4, 1913, reported: "Captain Ball gave the people of Keno a free ride on his new boat, *Buffalo*, Sunday, (August 31st, possibly the *Buffalo's* maiden voyage.) The ride was

from Keno to Blidel (Old Teeters' Landing) and return.

The *Buffalo* was used, towing logs upstream from Keno, and freight downstream from Klamath Falls. Occasionally a passenger made the trip also.

The engine was sold out of the *Buffalo* in 1924, to a man working on the railroad right of way, then being built around Odell Lake. The main hull lay in the water near the old Ackley sawmill for a number of years, while the pilot house was used as a playhouse by the Radcliffe children at their home on Pacific Terrace.



—Helen Helfrich Photo

The *Oakland* being dismantled, at Copco docks, early 1953.

OAKLAND . . .

Long a work boat for the California Oregon Power Company, the *Oakland* was built for the Southern Pacific Company by Henry Telford and son Ray, in 1910. It was originally used to haul the Southern Pacific engineers under H. P. Hoey, on the Upper Lake.

It was later purchased by the Klamath Falls Transportation Company, who added the deck house in front. They, in turn, sold it to the California Oregon Power Company in 1920, who used it for many years (Herald & News, Feb. 10, 1953).

The *Oakland* was dismantled in February, 1953.



—Maude Baldwin Photo

The mail and passenger boat, *Spray*, at Rocky Point.

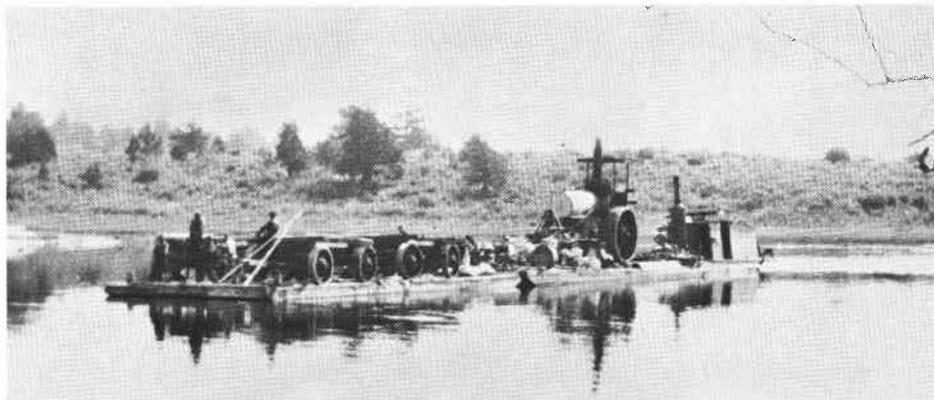
SPRAY . . .

It is thought that Griffith's had the *Spray* built by Curly McDonald, somewhere around 1909 or 1910. Captain Calkins acquired it around that time and he and Johnnie Hamilton operated it as a mail and freight boat on the Upper Lake.

Joseph Martin and his son Louie operated the *Spray* as a mail boat, after Calkins

ran it. (Herald & News, September, 1948.)

The *Spray* blew up on the California Oregon Power Company, while they were bringing down a log raft from some west side homesteader. They were headed for Algoma and were this side of Eagle Ridge. They were filling it with gas and when about filled, it blew up. Everyone got off safely.



—Collier Copy Photo from Hal Ogle Collection

Captain Jack ferrying logging equipment across the Klamath at Keno. Too heavy for bridge.

CAPTAIN JACK . . .

As related by Bryce McCormack (Klamath Echoes, this issue), "There was another little stub of a boat called the *Captain Jack*. It was a stern wheeler but was no good, and the man who built it, never did anything with it."

Built by Roy Beach of Keno (Statement of Wendell Smith, April, 1965), to run the Canby and/or Buffalo out of business, the *Captain Jack* was very short lived. In fact, about all the record there seems to be

of this craft, is a picture, showing the transportation of some logging equipment on scows, across the Klamath River at Keno, that was too heavy for the bridge. There are two known pictures, one of which is printed with this article. The other seems to have been taken while the boat was under construction, just a scow with an upright engine. The little boat's existence probably dates around the 1912 period.

HOUSEBOATS . . .

Very little information is available concerning houseboats. Mention can be found of Linman, Withrow and Roy Hamaker houseboats, supposedly unnamed. On the other hand, mention of three houseboats by name have been found, the *Flying Dutch-*

man, owned by a Captain Rahm, the *Helix*, owned by J. C. Rutenic, and the *Lady Vera*, B. St. George Bishop's well known palatial houseboat. Of this latter houseboat there is considerable information extant.

The first mention found of any houseboat



—Maude Baldwin Photo

The *Barbara* and *Lady Vera* in the Pelican Bay area. Both craft were owned by B. St. George Bishop in the 1907-1909 period.



—Unknown Photographer

The *Helix*, J. C. Rutenic's houseboat on Upper Klamath Lake.

is in the *Republican* of August 31, 1905 which states: "I. A. Duffy lets contract to Alex Nosler to build a house boat 65' x 20'."

On November 30th, the *Republican* further reports: "Nosler is now working on

the *Duffy* houseboat."

No reference to the disposal of the *Duffy* houseboat has been found, nor any item concerning the building of a houseboat for Bishop. Sizes of the *Duffy* houseboat and the *Lady Vera* correspond, and as *Duffy*

goes out of the commercial picture in Klamath Falls, Bishop enters, therefore what is more natural, for the present at least, than to assume that Bishop bought the Duffy houseboat?

Bishop in turn seems to have disposed of his houseboat to Major Worden as indicated by the Republican of December 9, 1909: "Major Worden's big houseboat 'Lady Vera' has been leased by the Southern Pacific for a boarding house along the water front."

It would appear that owning a houseboat of this magnitude probably proved unsatisfactory on waters where the vacation seasons were so short. At least the 'Lady Vera' seems to have changed hands often.

Lastly, the Evening Herald of August 29,

1912 reports: "Capt. McCauley has bought the eight room boat house from Major Worden. He plans to locate it above the straits of Agency Lake, for the use of duck hunters. It will be known as 'The Mallard Club' and will be served by the *Spray*."

What eventually became of the *Lady Vera* is unknown.

The location of the remains of two houseboats are known, one at Gore Island, at some distant time used for a chicken house, and one on the west bank of Wood River, below the Weed bridge. The remains of another, just north of Rocky Point, was burned during April, 1965. Which ones any of these three were is also unknown.



—Photo Courtesy the Laird Family

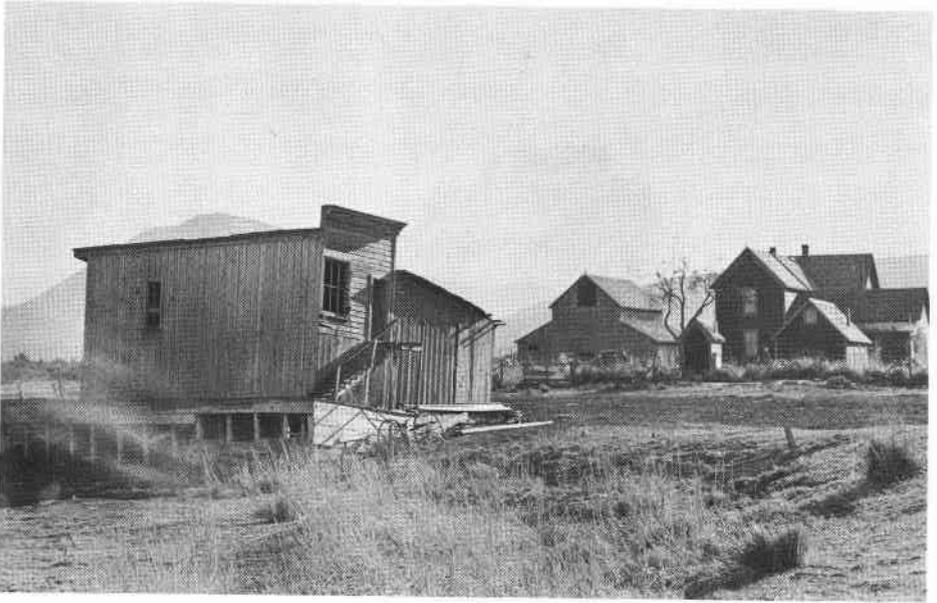
Laird's Landing. Old hotel to left, warehouse and landing in center, and the Steamer Klamath approaching the turn-around through the tule cut.

LOWER KLAMATH LAKE LANDINGS . . .

CHALK BANK LANDING. Approximately five miles easterly from Laird's Landing, at the extreme southwestern corner of Lower Klamath Lake, where open water reached the higher land. Probably came into use during Modoc War times and was used until sometime in 1903, when the

channel from Lower Klamath Lake to White Lake was completed by the Adams dredge.

MERRILL LANDING. Probably came into use in 1903, with the completion of the Adams Tule cut to White Lake. Saw considerable use until the railroad was completed to Klamath Falls in May, 1909.



—DeVere Helfrich Photo

Deserted Laird's Landing, Jan. 20, 1948. The landing, barn and hotel. The boat turn-around in foreground.

Merrill landing may have seen use during high water seasons, by boats of shallow draft, even before 1903.

WHITE LAKE CITY LANDING. Founded in 1905, White Lake City probably had a landing of sorts at certain times of the year for a short period of time. At least a few years ago, two posts and a cross-piece still remained of this little used landing on the north shore of White Lake.

OKLAHOMA LANDING. At Coyote Point, north of Laird's Landing about three miles. Received lumber and supplies for the homesteaders of Oklahoma Flats, the D, and JF ranches, beginning about 1889. It also served as a loading point for barge loads of hay, shipped to Linkville-Klamath Falls.

SHEEPY LAKE LANDING. A hay loading and homesteader supply point on Sheepy Creek, which ran into Sheepy Lake, which in turn connected with Lower Klamath Lake.

LAIRD'S LANDING. Formerly a stopping place on the old wagon road from the

Tule Lake-Merrill country to Shasta Valley points, especially Montague, Laird's was not opened to water traffic until the late summer of 1905. And then only after a channel was dredged from the open water of Lower Klamath Lake by the Adams dredge. Laird's Landing became the transfer point from stages to boat, on the McCloud River railroad to Klamath Falls run. The Klamath did not commence on this run until October, 1905. The landing saw considerable freight traffic use for a few years also, or until the spring of 1908, when railhead had reached Mt. Hebron and Dorris and the traffic then went by way of Teeters' Landing.

TEETERS' LANDING. About four and one-half miles south of Keno, it came into existence by 1889 or before. Harvey L. Teeters and family arrived in the neighborhood in mid-February 1889. However, a brother, William Teeters, was already there, living on a rented farm, four miles south of Keno. The Harvey Teeters family lived there five months, then moved to the Tower house, the old cook house, at the

sawmill, about one and one-half miles west.

Teeters' Landing was one-half mile east of the first Teeters' home. It was used by Teeters, Hall Miller, Charlie Burris, Oliver Sly, Jack White and a Mr. West.

In the spring of 1890, Teeters sold three scow loads of wood in Linkville, two loads of 20 cords each, and one of 16 cords. (Siskiyou County Pioneer & Yearbook, 1957. Pages 51-52.) These scows were towed by the *Lottie C.*

Teeters' Landing was used mainly as a wood and log landing until the approach of the railroad in the 1907-08 period when it became a passenger, mail and freight depot of some importance. Three lines converged there, one from railhead on the new California Northeastern, one from Ager and one from Pokegama.

In September 19, 1907's Republican the information is written of the purchase of 475 acres at Teeters' Landing, from Mark L. Burns, for \$5,000, and extensive improvements to be made by the Klamath Lake Navigation Company thereon.

In December, 1907, Don Zumwalt and M. D. Williams, County Clerk, were surveying a townsite at Teeters'.

On January 16, 1908, a new hotel was built there, the proprietor being J. A. Bingham.

By November 26, 1908, the name of Teeters' Landing had been changed to Blidel.

But the end was in sight, on January 1, 1909, Teeters' Landing or Blidel, was bypassed by the new shipping point of Holland, where the railroad crossed the Klamath Straits, running out of Lower Klamath Lake. This name in turn did not last long. There was another "Holland" in Western Oregon, so the name Ady came into being.

Commencing on January 1st, the line inaugurated all boat and train service, and the stage and freight lines were abolished. Ady itself, was short lived. Its end came with the entrance of the railroad into Klamath Falls, on May 20, 1909. Nelson's Grove, a picnic and excursion site, was located near Teeters' Landing.

SNOWGOOSE RANCH L A N D I N G. About one mile upstream from Keno, this landing was probably used only for lumber from the Long Lake Lumber Company sawmill located there, and for forming log rafts to be towed to Klamath Falls.

KENO. First known as Whittle's Ferry, probably first came into use as a boat landing during the Modoc War, in 1872-73. It saw use as a freight and passenger transfer point from 1889 to 1903, after which it saw considerable use as a transfer point



—Photo Courtesy Hal Ogle and Klamath County Museum

Teeters' Landing, 1908 or 1909. Note the number of horses pulling the wagon hauling the dinky engine destined for the railroad cut north of Klamath Falls.

for freight and passengers to and from Po-kegama. It was superceded by Teeters' Landing in 1907. To as late as 1955, Keno saw considerable use as a lumber and log loading landing. The passenger and freight landing, nothing elaborate, just a rickety platform, extending a short distance into the water, was located on the upstream side of the southern approach to the bridge.

KLAMATH FALLS. From a very close inspection of early day photos, there appears to have been no docks of any kind built until probably around 1900. The means of loading or unloading the little freight and passenger traffic would have been by a gang plank.

On August 20, 1903, the Republican informs us that Will S. Worden, circulated a subscription to raise money "to build a new dock, 18 x 76. This indicates there may have been some sort of dock then in

existence. The dock was needed for the newly arrived *Tule* and *Ewauna* and the prospects of the *Klamath*, yet to come.

The project must have been successful for the Republican of October 22nd, states the Klamath Lake Navigation Company has purchased "of Major Worden, Lot number one, with dock and warehouse at the east end of the bridge."

With the Klamath under construction and the railroad commencing to advance, the Klamath Lake Navigation Company decided to enlarge its landing. According to the Republican of April 6, 1905, they owned 300 feet of water front from the bridge, and were building a 60 x 240 foot wharf.

Freight warehouses and offices were later built and it was only a few years ago that the last of these buildings were torn down, to make way for Veterans Memorial Park.

UPPER LAKE LANDINGS . . .

AGENCY LANDING. At northeastern part of Agency Lake. In existence since Fort Klamath was established. Used as a transfer point for passengers, freight, etc., to Wood River Valley, Klamath Indian Agency, Spring Creek and Williamson River summer camping resorts.

WOOD RIVER. At Weed bridge on Wood River. Used almost exclusively for loading baled hay on barges. Among the boats using this landing were the Mazama, Hooligan and Spray.

CRYSTAL CREEK. Several landings, including the Brown ranch at the head, Malone Springs and Silvers ranch. Mostly used to ship out lumber and log rafts, passengers to Crater Lake, and supplies to the local ranches.

PELICAN BAY. As early as 1899, G. Grant Crary (Republican, October 31), was the proprietor of a summer resort at Pelican Bay.

The Republican of July 13, 1902, reports that Ira Hansen hauled in a piano from Ashland for the lodge. Also that "besides the lodge, Mr. Crary has built and furnished several cottages for the accom-

modation of the many tourists who spend the summer there."

By August 14, 1902, the Republican announced that Crary had died at Ashland. Next on July 27, 1905, they report that G. W. Jones, the manager of Pelican Bay Lodge, for owner J. D. Kendall, had gone to Ashland after "six fine new row boats."

The Republican of April 18, 1907 states that Kendall had sold Pelican Bay Lodge to Col. W. H. Holabird of the Klamath Development Company. Then on August 15th, it was announced that E. H. Harriman was the real owner. Harriman spent some time in both 1907 and 1908 at the Lodge. By May 9, 1912, it was announced that the property, including some 562 acres of land, would be sold to W. P. Johnson of the Klamath Development Company.

ODESSA. First known as "The Poplars" or Dennis Resort, the property was taken up originally by Mr. Harschbarger as a homestead, then purchased by Dennis and acquired by the "Messrs. Griffith" in late 1901. Dennis received \$6,000 for his 480 acres, livestock, buildings and Steamer Alma. Griffiths soon afterward erected a new



—Maude Baldwin Photo

Harriman Lodge at Pelican Bay. Used by E. H. Harriman in both 1907 and 1908.

hotel. By July 5, 1902, the Republican states that the name "Odessa" was now applied to the locality, replacing "The Poplars." Later a dance pavilion was built just southeast of the hotel, and a sawmill across Odessa Creek to the north. The mill built in 1904, operated for several years.

On May 18, 1909, it was announced that Odessa had passed into the hands of Col. Holabird, special representative of E. H. Harriman.

Approximately half way between Odessa and Pelican Bay Lodge, a one and one-half mile, fifty foot channel was dredged in late 1910 and early 1911, to accommodate the Pelican Bay Lumber Company operations. This landing probably saw the most use of any on the Upper Lake, although in use for probably less than ten years.

WOODBINE. A little over a mile southeast of Odessa is a small butte, the southeastern extremity of which is known as Coon Point. Here, Stidham Creek empties into the lake proper, and became M. H. Wampler's Woodbine Resort and Landing, when Odessa and Pelican Bay resorts were purchased by the Harriman interests, and were no longer available to the public. Before this, Stidham had long been a log-

ging center for the Moore Bros. sawmill on Link River.

ROCKY POINT. Located a little over a mile north of Pelican Bay Lodge, or as it was later known Harriman Lodge, Rocky Point came into existence because of the purchases heretofore mentioned by the Harriman interests. As stated by Ray Telford, "When we went up there to build the *Curlaw*, there were only two tents at Rocky Point, in a little space, knocked out of the brush." Charles Wilson seems to have run the first resort, to which in 1911 a wharf and storehouse were added.

HOMESTEADERS LANDING. South of Woodbine or Stidham Creek about two miles, was a homesteaders landing, at the northwestern corner of the Doak property.

EAGLE RIDGE TAVERN. After selling Odessa, the Griffiths built a large hotel at the "white sulphur springs" on the extreme northern extremity of Eagle Ridge Point. During June and early July, 1909, they moved their possessions to the new location. The July 15th Republican announced the opening date was to be July 20th. The Tavern was strictly a tourist and vacationist center. It burned in either 1926 or 1927.

KLAMATH FALLS. Close examination



Eagle Ridge Tavern, opened about July 20, 1909, burned in 1926 or 1927.

of early day photos of Upper Klamath Lake in the vicinity of the head of Link River was also made and it appears that landings were made on both the east and west shores. They were nothing more than the usual rickety platform. Boats were few and freighting was not overburdensome.

Then, with the advent of the boom years of the early 1900's, boats became the key to the Upper Lake. The Klamath Development Company, or Buena Vista interests, were the first to build a landing of any consequence on the Upper Lake. A boat house and docks were constructed, then in 1908 (Republican, June 25), a stone jetty was reported as being started. Ray Telford once owned the Buena Vista boat house, later selling it to Copco. It was located at the point on the east shore of the lake a short distance above the head of Link River, and it was here or near here, that many of the Upper Klamath Lake boats were built by such men as Pete Perry, Curly McDonald, Alex Nosler, Ray Telford, Steve Means, Heilkemper & Brennan, and others.

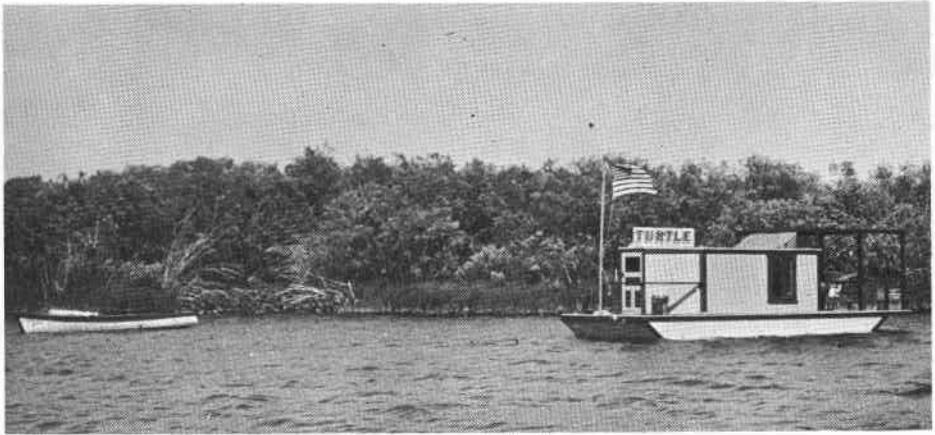
Slightly to the southeast of the Buena

Vista docks (on the location of the present day "Pelican Marina"—Ed.), was a boat house and docks, and to the westward (opposite the brick house at 935 Front Street—Ed.), were the sand docks, where the Wood and Williamson River sand barges were unloaded.

Farther to the north, docks and a small boat house were in existence by 1909 (opposite the old Shippington lumber office—Ed.), at what became known as the Shippington docks. Some of the same boat builders worked here also, including John Linman.

One-half mile farther to the north, was the Pelican Bay canal or cut, leading from open water to the sawmill itself. Dredged out in 1910-11, the canal was supposed to be large enough to hold 3,000,000 feet of logs. It was in the east end of this cut that the *Steamer Klamath* ended its career.

North, another quarter mile or so, at the base of the hills, was Hank's Landing. It was to this point the *Steamer Klamath* and the dredge *Klamath Queen*, were brought overland to be launched on the upper lake.



—Priest Photo

The Turtle in the Pelican Bay vicinity, but who was the owner?

MISCELLANEOUS . . .

Following is a list of launches, sailboats and a few work boats which were named. We have considerable information on several, but the names only on the others. These boats were in existence from 1903 to 1913, and a few much later. Due to the lack of space, this information cannot be given in this issue of Klamath Echoes. The named boats are:

Antler, Beth, Grebe, Dixie, Dorothy, Ella Gordon, Hohenzollern, Ivanhoe, King, Klatawa, Lilly, Lusetta, Crystal, Madam, Shamrock, Oregon (Copco), Shark, Tarter, Turtle, Wampus, Wocus, Midget, Cruiser, Speed, Tarn, Speed King, Marguerite, Elizabeth, Red Rover, Mac, Shag, Blywas, Red Wing, Nancy K, and Arthur Mason.

The following list is the names of the owners of launches who evidently never named their boats:

B. St. George Bishop, E. R. Reames, Browns of Crystal, J. V. Houston, J. G. Pierce, Tom Statten, O. K. Puckett, Copco, Martin Bros., Goeller, Francis R. Olds,

Brewbaker, Austin White, George T. Baldwin, Schallock & Daggett, W. A. Huson, H. D. Foster, Deal & McCormack, Clyde Huffman, Heilkemper & Brennan, Erickson & Peterson, and twenty or more work boats owned by the various mills and used on their log ponds and to tow logs.

The Evening Herald, May 25, 1908:

The Buena Vista water front presented an exceedingly nautical appearance with the steamers Hornet, Winema, White Cinda, and Mazama, together with the big house boat Lady Vera, all docked at the same time. The launches Buena Vista and Hazeldine with three lighters and seven smaller boats were also anchored at the same time.

Republican, February 20, 1902:

The fine weather on Tuesday induced Herbert and Charles Baldwin to exercise their yacht on the river and lake. They had a gay and enjoyable trip and attracted much attention. Their boat with sails all set, rode the waves like a bird.

They Check . . .

By DEVERE HELFRICH

A few statements made by old timers in "As Told to Me," confirmed by articles in old newspapers.

1st. When George Miller, (Klamath Echoes, Vol. I, No. 1. Pages 15 & 16.) states that he remembers "three people who were out in a row boat, on Lake Ewauna, being drowned, a saloon keeper named Dickey, his wife and another man."

His statement is confirmed by the Ashland Tidings of August 8, 1876, which reports: "A letter from J. M. Sutton, now at Linkville: 'On my return (from the Upper Lake—Ed.), joining with Mr. George Conn, we took a boat ride in the ill-fated boat from which Judge Small, John Dick and wife lost their lives. We visited the location of the disaster.'"

Miller's statement is further confirmed by the Tidings of June 17, 1881: "Mr. Dunlap, of Jacksonville, also removed the remains of the Dick party from the Linkville Cemetary. They were drowned in the lake when their sailboat upset." Lastly confirmation comes from the Klamath Republican, February 28, 1907: "... J. H. Dick of Eugene, was born in this county. His parents were drowned in May 1876, by the accidental overturning of a boat. Two orphan boys were left. Mr. Dick lived in Linkville for some time. He was employed, when 14, on the Reames and Martin ranch, which is now Mills addition, shooting jack rabbits."

2nd. When Ivan Dennis tells that his father Louis Dennis "helped hunt for the Mason brothers when they were drowned. He found them both (Klamath Echoes, this issue.)," his statement is, in part at least, confirmed by the Republican of April 19, 1909: "J. C. & Charles Mason left in a sail boat from Pelican Bay to Klamath Falls two weeks ago last Sunday. They were last seen off Eagle Ridge Point. A few days ago their boat was discovered near the mouth of Williamson River. J. C. had

farmed Bear Island several years. They had left their blankets there, where they still are. Both left large families, all in destitute condition."

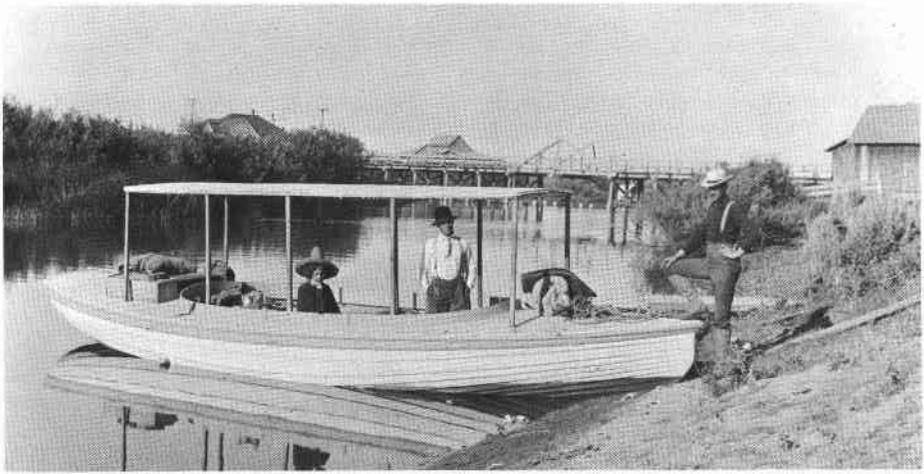
The Republican of June 14, 1909, further reported: "The Mason brothers' wives left last Saturday for Illinois."

3rd. When Bryce McCormack (Klamath Echoes, this issue.), tells that: "A man and boy in a row-boat started to hitch a ride on a scow we were pushing once, but misjudged our speed and instead of coming alongside, got hit by the corner of the scow. The man grabbed the scow but the boy was thrown into the water and drowned."

Again the old timer's statement is confirmed by the Republican, December 5, 1907: "Earl Kagg, the young son of Mr. & Mrs. George Kagg of Teeters' Landing, was drowned near that place at three o'clock, Saturday afternoon. Accompanied by Mr. Stonebrake, Kagg went in a skiff to meet the Steamer Canby which was pulling into Teeters' with a barge loaded with lumber. The skiff collided with the steamer, precipitating the occupants into the river. Young Kagg was drawn under the barge and drowned before assistance could reach him. The body was not recovered until Sunday afternoon. Funeral services were held Monday and the remains interred near Teeters'."

Republican, July 1, 1909:

The first of the mosquito fleet will be launched at the Upper Landing today and will mark an agreeable epoch in our progression. The first, the "Ella Gordon" is a small boat modeled and built for the accommodation of people; something like the Odessa boats, only larger, carrying from five to ten people, and thoroughly safe. Fifteen of these boats will be built, and more, if the trade demands.



—Priest Photo

Unknown boat on Lost River at Merrill. The late Irene Laden, A. C. Yaden, and J. C. Rutenic.

Boating on Tule Lake . . .

By DEVERE HELFRICH

Very little information has been found on boating on Tule Lake after that which has already been given in this issue of *Klamath Echoes*, which transpired during the emigrant and Modoc War period.

According to an article by Isabelle Barry in the *Herald & News*, October 8, 1947, M. L. Coppock, wife and two children, came into Northern California in 1898. Mr. Coppock took up a homestead on the peninsula, then known as the "Sand Strip," in 1899. He built a small cabin out of shakes. His living was made by trapping and hunting, being a commercial duck and goose hunter. The Coppocks' principal method of travel was by water. Supplies were brought in by barge from Merrill, down Lost River, and across the lake. This required some skill in navigation because when coming up to Merrill it was necessary to know where the channel of Lost River entered the lake or the barge would stick in the sand bar. On these trips, Coppock sounded the lake many times. The water over the area now known as Coppock Bay was from 16 to 20 feet deep.

"There was a long growing season with no danger of frost from April to October. The Coppocks had a large fruit orchard bearing apples, peaches, and pears. It was a great day when the settlers from Malin came in their wagons and boats to buy fruit for winter canning. . . .

"There was no school on the peninsula. During the winter of 1906-07 the family moved onto a houseboat which they anchored in Lost River near Merrill while the children went to school. . . . Coppock sold his holdings in 1923. . . ."

From the *Herald and News*, June 7, 1959 we learn: "Boats played an important part in the early development of the Czech settlement of Malin.

"U.S. Bureau of Reclamation crafts plied the lake water, hauling men and equipment. (See also *As Told to Me* by John Yaden in *Klamath Echoes*, this issue.) Rafts of lumber were towed to construction jobs, gravel was brought from the peninsula south of the present town of Tulelake to Merrill to be used for the surfacing of roads, and hay and garden produce raised by the Cop-

pock family on the south shore of Tule Lake were brought across the water to be sold before such crops were produced in the new Malin community. Pleasure boats also crossed the lake, taking picnickers to the lava beds. The *Fairy* was one of several used for dual purposes, transportation and fun. Often passengers were carried and lumber rafts pulled at the same time."

One such trip narrowly escaped a disastrous ending and is described in the Evening Herald of October 4, 1911: "Great excitement prevailed at the Malin colony Sunday. After dark, in a stormy and cold night, seventeen persons were lost on a gasoline launch. The party, consisting of two men from Merrill, operators of the launch, W. S. Adams, wife and child; Jos. Halouska, wife and child; Tom Fredenburg, wife and children, and some others, started in the morning on the launch, which had only a 1½-horsepower engine, for the lava beds.

"Tule Lake was stormy, and high waves with whitecaps were rolling up. The party was expected back before sunset, but when the darkness set over the stormy waters and there was no sign of the launch, several relatives and friends of the excursionists were running around on the shore, shouting and calling in the darkness, in vain.

"After 11 p.m. a ranchman living on the peninsula of Tule Lake brought in his wagon the half frozen excursionists.

"The launch broke down when the party reached about the middle of the lake, and the waves were drifting the helpless vessel towards the peninsula.

"A merciful high wave threw the boat away up on the dry shore with all its excursionists safe.

"The men of the expedition started on foot in search of help, and late in the evening secured from a ranchman the necessary wagons to take the "castaways" home.

"It is next to a miracle that no lives were lost, and the experience of all the members of the expedition sounds like a good hair-raising novel."

The *Republican* of February 28, 1907 stated: "E. P. Slate, city marshal, and O.

W. Ladd went to Laird's Landing Monday after a gasoline launch to be remodeled for service on Tule Lake."

The Evening Herald of May 22, 1911 stated: "Rutenic, Shook, and Goeller return from the Lava Beds in Goeller's launch."

Jess Witlatch is supposed to have "hauled red cinders on the Tom Calmes barge from Cinder Mountain, to his father's ranch on Lost River at the old Stonebridge crossing to fill a contract for surfacing the road to Merrill." (By Ruth King, clipping Herald and News, unknown date.)

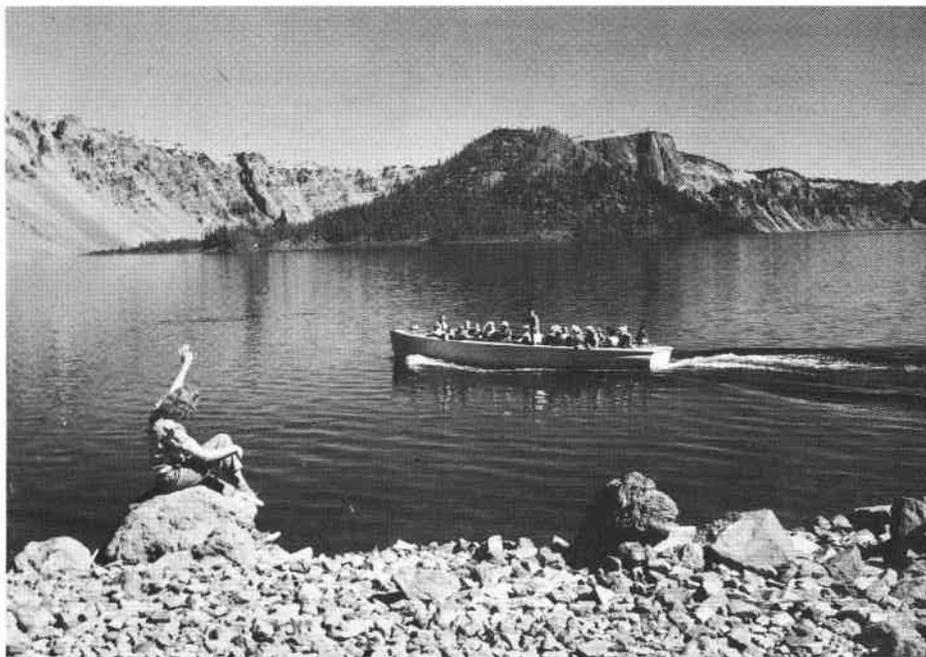
Boats owned and used by Tom Calmes during the 1911-1914 period, on Tule Lake, were the *Crystal* and *Sbag*. (See *As Told to Me*, by Tom Calmes in *Klamath Echoes*, this issue.)

Republican, July 15, 1909:

. . . one matter attended to by Mr. Holabird was the shipping to Pelican Bay of a Chinese sampan. This peculiar craft was presented to him by the President of the Pacific Mail Steamboat Co. It is of teakwood and came direct from China.

The only one of its kind in the state if not on the coast. If the boats and launches on the Upper Lake could talk there would be gossip galore among them this summer, and there might, perhaps, be an appeal to the government for the enforcement of the exclusion law or a demand for the enforcement of penalties connected with the violation of the alien labor law. It is nothing less than a Chinese sampan. It is no imitation of the real thing, either, for it shows the earmarks of having passed from the hands of the native workmen, and has undoubtedly seen service on the rivers of China.

The boat is about sixteen feet long, with the usual swan-shaped bow. The mode of propulsion is the old-fashioned sweep that swings from the stern of the craft. Several characters in Chinese are to be seen on its sides.



—Oregon State Highway Commission Photo
Excursion launch on Crater Lake. Wizard Island in the background.

As Told by Miss Blanche C. Huffman Crater Lake Boating . . .

Printed in the Herald and News Nov. 26 and Dec. 2, 1956

By RUTH KING

Present day pleasure boats at Crater Lake two gasoline-propelled, 35-foot launches and 20 rowboats, have gone into winter storage on Wizard Island and are snow wrapped until the spring sun again makes the blue waters of the lake tenable for trips around the shore line.

Park officials say that more than 5,000 visitors per week or a total of 25,000 followed the trail from the rim to the water's edge from the opening date on June 15 to the closing date, September 15. Of this number, 2,500 made the launch trips to see the majestic splendor of the sheer walls from the water line. Boat trips were started about mid-July when the path was acces-

sible.

Each boatload of passengers was accompanied by a national park naturalist who lectured on the rock formations, the mountain peaks, and gave a history of the famous water which is 1996 feet at greatest depth. A shuttle-boat carried passengers between the shore and Wizard Island. Row boats are used for fishing.

The first boat, according to national park records, was put into the water in 1869 by James M. Sutton of Jacksonville. It took five people to launch a knocked-down wooden row boat that was let over the rim and rowed to Wizard Island.

This feat was written up in a Jackson-

ville paper and is believed to have been the first time the name Crater Lake was used in print.

The next craft was *The Fleetwood*, a 25-foot boat, launched by C. E. Dutton in 1886 from which the first important scientific soundings of the lake were made.

In 1907 the first gasoline-powered boat, the *Wocus*, went into operation, handled by G. D. Whitney. Then came a *Fleetwood*, operated by George Woodbury, Colonel Mathew Wilkins, owners of the Klamath Lake Navigation Co., and handled by Clyde E. (Dewey) Huffman, an engineer; the *Sparrow*, that operated until 1915 or 1916, and the *Min* let down over the rim in a snow-filled gully in 1928.

This bit of boat history was brought to mind by information recently furnished by Blanche Carlisle Huffman, of Ashland, whose father was the Clyde (Dewey) Huffman, of Ashland, who kept the spark-plugs clean and gasoline flowing on the boat that went into the lake in 1908. Of this she says:

It was in the spring of 1908 that Captain George Woodbury and Colonel Mathew Wilkins, owners of the Klamath Lake Navigation Company that operated the steamer *Klamath* and launches *Ewauna* and *Tule*, on Lake Ewauna and the Klamath River, bought a gasoline launch from my uncle Jerry Martin and his son Alec. The boat was bought for the Crater Lake Co. owned by numerous local stockholders.

Joe Ball of the Klamath Agency was hired to use his heavy horse-drawn rig to take the boat and equipment for lowering it to lake level, to the rim. Hay and grain for eight head of horses was taken along.

A third wagon took the family, Mrs. Mary Huffman, Dewey's mother, his wife Blanche, their baby son Donnie, and Snippy, the dog. Still another wagon held tents, cases of groceries, clothing, a cookstove and dishes, articles enough for three months living away from civilization.

Late in June the cortege was on its way. The road led over the hill (the old Fort Road where OTI stands today) on which lived the Applegates, the Collmans, the

Jensens, and others of those early days.

The rutted road was the only one to the north, to Fort Klamath, Klamath Agency, Klamath Marsh, Crater Lake, and the Bend country.

The trip around the edge of the lake was rough to Modoc Point. They reached Fort Klamath the second night, and the next day pulled into the hills on ice-packed, narrow roads. That night they camped on Whiskey Creek whose waters dropped into Annie Creek Canyon where the horses nibbled at short grass, and camp was made by kerosene lantern light. Supper was cooked over a campfire in the bitter cold.

A stop was made at Crater Lake headquarters for hot meals and beds before the party pulled into a spot west of the present Sinnott Memorial to seek a place to lower the boat to the water.

Obstacles were overcome and the boat slid down a rocky, snow-covered ravine on the third day after arrival on the rim. There were no casualties to men or boat.

All the men except Dewey Huffman and a helper returned home. These two selected a spot near the present government camp for a permanent camp, close by a little spring where deer often came to drink.

Tents were set up for kitchen, dining room, living room all in one and for sleeping rooms of the family and visitors. Then the *Fleetwood* was put in order by Huffman before he put the boat into the water.

The boat rode proudly with the American flag fluttering in the breeze. Dewey took the distillate (used for gasoline) down the trail, carrying two five-gallon cans on his shoulders.

There were no fishing nor hunting licenses in those days so they caught and ate quantities of fish from the lake, also traded them for huckleberries during the summer season when many visitors from Klamath, Jackson, and Josephine counties came to the huckleberry patch to pick. Hunting in the park was prohibited but they traded fish for deer meat. The nearest market was 40 miles away.

Miss Huffman continues the story:

"Before going on with my story, I must

tell about Mr. and Mrs. Frank Arant. Mr. Arant was park superintendent, appointed in 1902. They lived in a large two-story house which still stands. I was about five years old at the time I write of, so is now past 50 years old.

"Henry Momyer was in the national park service as head ranger, the first one appointed. I understand Seldon Ogle was in government service at that time, too. Mrs. W. F. Arant was the first postmaster at Crater Lake. Henry Momyer was Mrs. Robert (Ida) Odell's father. Mrs. Momyer served the first meals in the park at Annie Springs. There were also sleeping rooms in the big log building. Mrs. Momyer, who stayed at the park most of the winter, went out to Fort Klamath on webs or skis.

"John Hessig of Fort Klamath owned the telephone line into the park. The telephone line was checked every morning, and rangers patrolled the roads on horseback.

"The blue water of the lake always amazed visitors. They were amazed, too, at the majesty of the perfect shadows of the walls in the water. * * *

"Fall came and it was time to put the *Fleetwood* away. Logs were cut and towed to an inlet on Wizard Island. Lumber was taken down by the slide route. Some broke loose and started a small avalanche and Dewey had to duck under a huge rock for safety.

"The lumber was towed across the lake to the island where the boat house was built. Cables fastened to trees held the roof on. Limbs placed about the roof helped break the weight of the snow.

"Will G. Steele, park manager, lent a helping hand. He never wore a hat.

"Our summer's camping ended with putting the boats away. Walter Shepherd returned with his teams and wagons in early September and we returned to Klamath Falls. My great desire is to spend another summer at Crater Lake."

Most of those who helped in any way with the boats that year, Will G. Steele, Mr. and Mrs. Frank Arant, Mr. and Mrs. Henry Momyer, Walter Shepherd, Joe Ball,

Judge Short, Captain George Woodbury, and Colonel Mathew Wilkins, died between 1908 and 1948.

The Evening Herald,
February 1, 1908

The mail boat Ewauna, is reported as wedged in the ice near Teeters' landing and unable to get out. The steamer Klamath was sent to the rescue but reports state she also became entangled in the ice. The Navigation company say, however, they anticipate no serious trouble, beyond a short delay. The Ewauna was in charge of Engineer Hoffman.

Republican,
March 21, 1901.

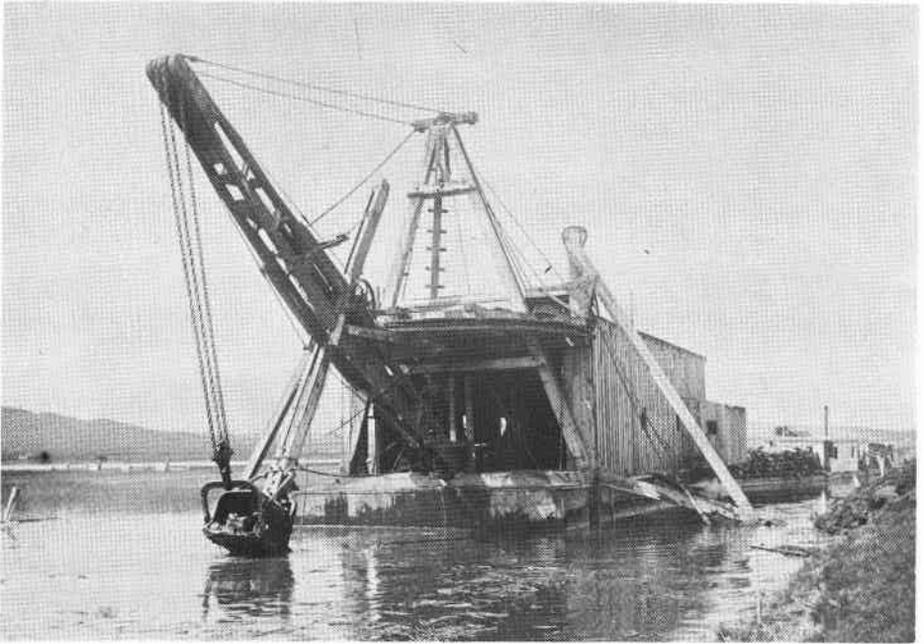
On Sunday morning Messrs. Cabler and Wilson arrived by boat from little Klamath lake with a big load of valuable furs, they had been trapping four months, and as the result of their labor brought in a fine lot of furs consisting of 253 mink, 93 coons, 15 otters. Monday they sold the lot for \$520 to Conger and Wilson, who shipped them to an eastern market. Hence, it appears aside from the fun and excitement of trapping, it can be made a profitable business.

Republican, April 2, 1908:

C. I. DuBois, an expert boat builder who recently came here from Seaside, has rented the Dyer building on Klamath avenue and is now building a 26-foot gasoline launch for Martin Bros. of Ashland. The boat will be placed on the Upper Lake. He also has the contract for building two more launches and says the outlook is indeed promising. He uses nothing but imported lumber in building the boats and is experiencing considerable difficulty in getting it shipped in.

Republican, March 25, 1909:

Mr. & Mrs. Hamilton moved back to their Crusoe home on Buck Island to garden again. The soil is very productive.



—Maude Baldwin Photo

The famous old Adams dredge at work near the mouth of Lost River Slough on the Klamath River dykes. Note the barges in tow. 1905-1908 period.

As Told to Me . . . by Jack Linman

May 6, 1953

Anton Wickstrom first came here in 1909. He returned to Alameda, California and induced my father, John Linman, to come back with him. They both returned in early 1910. They built the *Wasp*, using machinery from the Tom Calmes boat on Tule Lake. I think it was used there about one year, hauling cinders on a barge. During the summer of 1910, my father built the *Modoc*. Both boats burned in 1912, and the partnership was dissolved. Wickstrom then rebuilt both boats and possibly also the *Eagle* at that time. The first *Wasp* was a barge type and had no reverse. The *Modoc* was a tug type boat. My father leased the *Canby* from McCormack during the winter of 1912-1913.

The *Buena Vista*, I think, sank at the dock at Harriman Lodge. It was not in use later than 1919.

Recorded by Devere Helfrich

The *Tule* was on the Upper Lake about 1912 to 1918. It was used as a tender for the J. Frank Adams dredge. The Adams dredge was not a clam shell, so that may help to identify the dredges in the old pictures. The *Tule* finally sank somewhere between Shippington and Buck Island. The fellow running it was supposed to have been drinking.

The *Klamath Queen* was a clam shell type as was the *James O'Grady*. The *Klamath Queen* was dismantled about 1927 and machinery was transferred to a new barge and named the *Cardinal*.

The *James O'Grady* was built for the Southern Pacific when they were building their road-bed along the Upper Lake about 1908-1909. When it was dismantled in 1912, my father acquired the barge and cut it into sections, part being used for his

boat landing at Shippington and is still there. It was dismantled at the Hanks cut, where McCollum's mill is now located.

A ferry was used to transport traffic along the east shore of Klamath Lake while the highway was being built between Modoc Point and Barclay Spring.

The *Crystal* was transferred from Tule Lake to the Upper Lake by Dewey Huffman who lived at the Linman docks while he ran boats there from about 1910 to 1913. We had a houseboat, but it had no name. I remember B. St. George Bishop was still here in 1912.

The *Hooligan* eventually was bought by Cap Parker. There were two *Hooligans*, the first being a barge front. There were also two *Eagles*. Nosler built the *North Star* close to 1911 and I believe it burned about 1914. It had a regular boat bow. 1914 seems a little too late for the *Spray* to have been built. The *Modoc* was used to push barge loads of cinders to Klamath Falls.

There were two *Mazamas* also; the second was built about 1914, using the same machinery, but was a considerably larger boat than the first. The old *Buffalo* was gasoline-powered.

My father officially sold the *Wasp* to Del Gammon, the Power Company engineer.

Wickstrom sold to A. Graham, supposed to be representing the Power Company. The sale included the *Modoc* and *Eagle*, the barges, launches, etc.

El Nido, meaning "the nest" was a tender for the *Klamath Queen* during the 1913-1916 period. George Stevenson, about 19, and myself, about 14, ran it. The *El Nido* was approximately twenty feet long, one half cabin, and used a Doman marine engine and was fairly fast.

To E. P. McCormack must go the credit for the vision of reclaiming the marshes of Upper Klamath Lake. He secured the land and bought the barge to dike New Caledonia and Wocus marshes. The first crop on New Caledonia was harvested in 1919. It was rye. The *Wasp* hauled this crop on a barge to Klamath Falls. George Stevenson did not come into the barge picture until after this first crop was harvested, as up to that time he and I were on the tender *El Nido*.

When the E. P. McCormack estate was settled there were twenty-five nieces and nephews. Some of them are: Cap and Andrew Collier, George Stevenson, Ed, Everett, Roland, and Arthur Geary. Frank McCormack was a brother of E. P.

As Told to Me . . . by John Totten

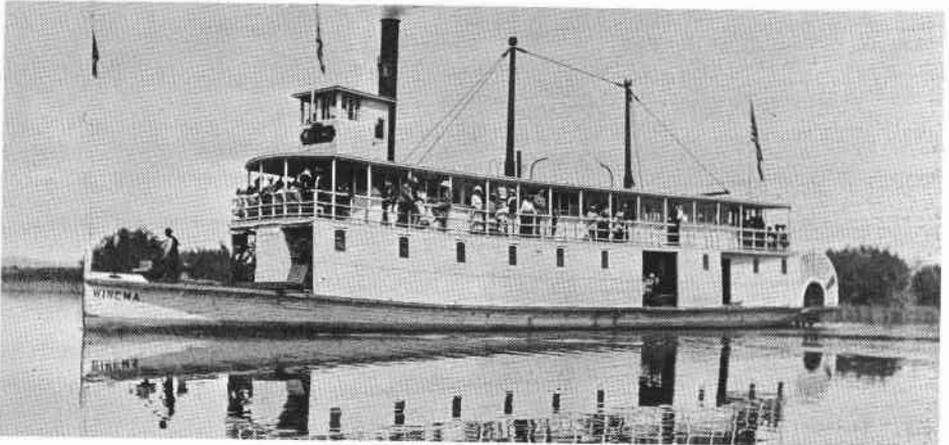
May 6, 1953

I came here in 1904. I furnished all the money for the *Winema*. Building it, the cost of the wreck, and remodeling cost me right at \$2,500.00. There were ten horses used to haul in the boiler, which weighed ten tons. We had four more horses used on the hills. No roads from town to here (the boat landing), so we had to lay planks down to keep from miring. It took five days to come from Pokegama. I walked ahead along the road, cleaning out rocks. Took four days to Chase's, then we sailed in from there. We came around north of the river, by Spencer Creek.

Recorded by Devere Helfrich

The *Winema* was built to carry one hundred fifty tons. The hull was built on Link River just below Fremont Bridge on the west side, slid in sideways, then taken to the point, where the machinery was put in. Bert and Clay Wilson, brothers, worked for me on the *Winema*.

The *Winema* wrecked in the summer time, about two years after I came here, about 1906 I think. I went to work at the mill in 1918, and made a few trips after that. I hauled a load of lumber to Algoma after 1918. When we built the *Winema*, the shipbuilder recommended a four inch crack



—Maude Baldwin Photo

The *Winema* about 1911. Note the change in appearance after being remodeled. Parts of two decks were removed after being blown over in 1907.

under the gunwhale. When we listed, then it filled up in a hurry. It was uncalled for, so we fixed that and never had any more trouble.

When I came here there was no trace of the *Lottie C.* I think Hansberry had an old stern-wheeler, maybe it was the *Mud Hen*. Seems to me, Nosler named the *North Star*. Griffith had the *Curlew* built by Telford. Calkins and Hamilton had it and later built the *Spray*. They ran both boats, days. I think Cap Parker had the *Jessie*, made only one trip, when I think it burned. The *Eagle* sank between Buck Island and the west shore of the lake. The Power Company sank several boats in the deep water there, to eliminate them, I think.

At one time, Adams used the *Ewauna* to

tow his dredge up to Williamson River, around 1919 or 1920. He used the dredge up around Fort Klamath for Abner Weed. He later sold the dredge to the Power Company.

When the Harriman interests secured the Pelican Bay property, they also got the Lodge and the *Buena Vista*. We never had dances on a barge connected with the *Winema*. There was a square platform at Harriman Lodge and an oval pavilion at Odessa.

Dunbar's little girl fell into the water one time and I pulled her out, saving her life. At the same time a woman fell into the water at another part of the boat, which I didn't know about until later.

As Told to Me . . . by Mrs. Heber R. Radcliffe

March, 1965

Recorded by Devere Helfrich

My father, William Carver "Cap" Ball came to the Klamath country in 1909. Everyone always called him Carver.

He leased the *Canby* from McCormacks for about two years. He first leased it about 1910. You see he came from New York where he had been the captain of a large excursion boat on Lake Chataqua. He had

been around boats or connected with them most of his life.

About the fall of 1912, he started construction of a boat which was launched at Keno in the spring of 1913.

My father's brother, also the captain of an excursion boat, shipped him the engine from Buffalo. Incidentally the name of the



The Odessa Hotel, large white building, and the dance pavilion, to the immediate left. Built and owned by the Griffiths until sold in 1909. Odessa Creek in foreground.

As Told to Me . . . by Ivan Dennis

May 4, 1965

Recorded by Devere Helfrich

I was born near Little Shasta in Siskiyou County in 1888. My father was Louis Dennis. He has been dead a long time now.

He bought the ranch near Pelican Bay from Herschbergers and we moved there in 1896 or '97. I remember only one boat on the lake and that was the old scow father had. I don't know how he got it or when. That's a long time ago, more than 65 years.

Father sold out to Griffith's when I was about 13 and moved away at once, and I've never been back.

I am the youngest of four brothers, Eldon, Bert, Ray and then myself. I also had two sisters, Ellen and May. That's the sole reason we sold out and moved away, was us kids. Mother was afraid one of us would drown in the lake. There was nobody

boat became *Buffalo*. Its first trip was from Keno to Klamath Falls.

The boat was run for several years, carrying freight from the railroad at Klamath Falls to Keno, and logs from Snowgoose's landing to Ackley's mill. It was not a passenger boat but occasionally carried a few. During the winter in those days, the roads sometimes became so muddy it was almost impossible for loaded wagons to be pulled between Klamath Falls and Keno, so the *Buffalo* at times transported a great deal of freight, merchandise, equipment and hay.

On this end, father landed at the dock at the end of Payne Alley. Where the *Camby* burned wood, the *Buffalo* burned gasoline or distillate. The *Buffalo* was originally a

stern-wheeler, but in later years father changed it to a screw propeller.

About 1924, father sold the engine out of the old *Buffalo* to a man at Odell Lake. That was about the time they were building the Natron Cut-off on the Southern Pacific. All the supplies, equipment, hay, etc., had to be taken across Odell Lake, to the west end where they were building the tunnel through the summit of the Cascades, and the fills and cuts along the south shore of the lake.

After the engine was taken out of the *Buffalo*, the hull was tied up for years at the Ackley mill.

Father died in 1930.

lived close to us. We got our mail at Crystal, where the Brown's lived. They were there before we moved in.

Mrs. Griffith named Odessa Creek. It had no name in our time, unless it was Dennis Creek. Our place was called the Poplars, on account of the trees that grew there. There were three camp grounds on Odessa Creek, one at Budd Springs (now known as Camporee Springs—Ed.), named for a Governor Budd of California. The one at the Poplars and one in between, down stream from the old Herschberger log cabin (the cabin is still standings). We lived in the old cabin until my father could build a house. It was called Dennis' Resort.

There was a man who ran the Pelican Bay Resort but I can't remember his name. And another man had a little shack on Bear Island, where people could bathe in the warm spring there.

I remember a man by the name of Jones who contracted timber for the Moore mill. He dumped the logs into Stidham Creek on the south side of Coon Point and my father would pull the raft to the head of Link River.

There were rattlesnakes by the thousand on Buck Island, so they put hogs on it to kill them off.

Father was a good blacksmith, had a shop and made everything he needed. He always ran between 200 and 300 head of

cattle. After we moved here from California, we lost 100 head the first winter on account of cold weather and lack of feed. We ran them from our place to the head of Rock Creek (Denny Creek). You could drive a wagon any place in those days. There was no underbrush or fallen timber. We never had to put out a fire, there was nothing for it to catch in. Some difference from now days.

F. C. Wade used to either live in the old Herschberger cabin or had a private cabin nearby—I can't remember which.

If my father owned the land now that he owned then, he would be a millionaire. We had the Odessa place, one at Long Lake, owned the land around the junction of Highway 97 and the Ashland highway. Also the place we moved to when father sold Odessa, next to the Ankeny place at the end of Summers Lane, and the place on Lower Klamath now owned by Liskeys.

I fell into the lake or stream several times. I couldn't swim a lick but it never scared me a bit. That's why we sold out.

Father helped hunt for the Mason brothers when they were drowned. He found them both.

You have no pictures of our old scow. I'd recognize it in a minute. Ray Roberts, my sister May's son, who works for the Reclamation Service, has some old pictures of the boat.

As Told to Me . . . by Walter G. Helfer

May 3, 1965

The *C. A. McNeil* was the only tug-boat to ever be on Klamath waters. It was a forty-five footer, with a 40 horsepower, heavy duty engine. It was shipped here in 1910 from Salt Lake City by the Southern Pacific. It had been used by the railroad on the cut-off across Great Salt Lake. Was here about three years. I shipped it out on a flat car to Oakland. It had a fan-tail stern and drew too much water for Upper Klamath Lake. It later carried mail to the Faralone Islands off San Francisco.

Recorded by Devere Helfrich

I think the *Ewauna* was sunk on the Upper Lake about 1912 or around that time somewhere.

The *White Pelican* was cut in two and lengthened. We used to call it the *Big Pelican*. We called Harriman's private launch the *Little Pelican*, it used to be Bishop's pleasure boat. S. O. Johnson of the Klamath Development Company, owned the *Big Pelican*.

The *Lucetta* belonged to the Southern Pacific and was used by J. D. "Jimmie"



—Sherberne Photo

Along the Shippington waterfront. The "Spray" built in 1909 for the Griffiths, formerly of Odessa, later Eagle Ridge. (l. to R.) Dan Griffith, Griffith, Percy Sherberne, and Curly McDonald, boat builder.

Church, a Southern Pacific Civil Engineer. He was a brother-in-law of "Doc" Wright's.

Erickson and Peterson, the railroad contractors, had a real fancy launch, hardwood, etc. I have pictures of the *Carry Lou*, *Nancy K*, *Oakland* and all Southern Pacific boats.

The *Bertha W* was a Southern Pacific tender, first used around Ady for the dredger building the railroad fill there. Telford built a new hull for it and it was then used as a tender on the Upper Lake.

I came here in 1908 and worked on the dredges building the Ady fill. There were two small dredges belonging to the Mason Construction Company, and one, the *Klamath Queen*, belonging to the Southern Pacific. I helped move it overland to the Upper Lake. After it was rebuilt there, it became the *Cardinal*.

Later the *James Grady*, a much larger dredge, was built up there. They used a Williams bucket, not a clam-shell, the same as now used on the Tulana farms dredge.

The *Adams* dredge was built on a scow and used Marion machinery.

I used the *C. A. McNeil*, pushing barges, hauling cement, sand and building material to the mouth of Williamson River, and the *Oakland* pushed them from there, to Williamson River bridge, because the *C. A. McNeil* drew too much water to go up the river.

The Klamath Lumber and Box Company gave the *Carry Lou* to O. K. Puckett.

Huffman owned the *Crystal*, which was powered by a 40 horsepower, auto engine.

One time he was off Eagle Ridge in a storm and was being blown toward the shore. He told a boy who was helping him to go out and drop the anchor. He came right back in, so Huffman asked him if he had dropped the anchor. The boy said no, so Huffman ordered him to get back out there and *drop* the anchor! This time the boy did as told, but the boat continued to near the shore, so Huffman again asked him if he had dropped the anchor. This time he answered, yes. Then asked if he had tied the rope to it, he answered, no. Huffman finally got the boat started and all ended well.

As Written to Me . . . by Minnie Grizzle

June 1, 1965

Recorded by Devere Helfrich

My late husband, George D. Grizzle, came from Medford to Klamath Falls, often referred to at that time as String Town, as it was strung out so far from Link River, in 1900 and opened a monument business at 1028 Main Street in a little shack built by Paddie Gardine. Donnies Yardage is located there now.

He always had a good Indian business; they would come in with five, ten and twenty dollar gold pieces tied up in a red bandana kerchief, or trade him horses which he would sell to the Government for Cavalry horses.

One day he discovered a large deposit of high grade granite on the west side of Bear Island, as freight was extremely high and a little uncertain he decided to quarry the bases himself. He filed a stone claim on a few acres, bought a motor launch for transporting himself, hired men, and equipment and a large barge to float the stone down on, as there was already a dock and a cabin in good enough condition for batching, he was all set.

They would go up in the fall and break off huge slabs of granite which they would cut down to base size before bringing down on the barge. He spent his winters cutting and shaping the bases, also carving. Many of the little lambs and Praying Hands in the Linkville Cemetery were carved by him.

The fishing in the lake at that time was almost beyond belief, all you had to do was bait your hook and drop it in, to pull out a fish.

I have had many experiences on the lake. One summer I spent waiting on tables at the old Harriman Lodge, and the mosquitoes were so thick you couldn't open your mouth without getting it full of them.

I was good at rowing a boat and in the evenings, the lady I worked for, and I would go to the mouth of Harriman Creek and catch two or three lovely fish for our-

selves.

One Sunday evening Burke and Mary Wilson and I took a boat to take me over to the Griffiths' (Mickie Wampler lives there now). I was working there and went to school in that little one roomed school house a short way down the highway. A terrible wind came up, Burke rowed as hard as he could, Mary tried to steer us with a paddle from the rear of the boat and I bailed water as fast as I could and none of us uttered a word until we were safe up Griffith Creek. Everyone ran to meet us when they saw us coming as they knew we were coming and they were afraid that the storm had gotten us.

When we wanted to come to town we would put on our Sunday best and get on the *Alma*, enjoy the beautiful scenery until we landed at the dock, then we would get off and start walking as happy as could be, we were never in a hurry in those days. It did not take long to walk to town as it was a very small place and everyone knew everyone else.

In the Summer we danced on a large barge tied up by the Link River bridge and in the winter we skated on lower Klamath Lake for our social activities.

The winter transportation on the lake was carried on mostly on ice skates, every one carried long poles across their chests as the hot springs made weak places in the ice and if you broke through the pole would catch on the sides of the hole enabling you to crawl out or someone to pull you out.

The town grew and I married the Monument Dealer. I remember one beautiful moonlight excursion on the lower lake, the band played and refreshments were served, it was a lovely evening.

Sunday afternoons we would take the street car up to the Lake and back, it was a quiet peaceful way of life that I have been sorry to see go.



—Priest Photo

The later day Oregon, and the Mullen steel boat, on Upper Klamath Lake.

As Told to Me . . .

by Lester “Sharkey” Hutchinson

March 28, 1965

Recorded by Devere Helfrich

I was born in 1894 on Nannygoat Hill, Mission Heights, San Francisco. We left there in 1910 and moved to Doyle, California. I was there five years and then went to work for the Siskiyou Light and Power Company in 1916, at what is now Copco on the Klamath River, in Siskiyou County.

My first job there was swinging a 16-lb. sledge hammer. After a week of that I got a job on the rock crusher. I stayed there until World War I came on, when the work was shut down. I then went to the shipyards at Benecia, where they were building wooden ships. Stayed there four or five months and went to Mare Island. I joined the army in 1917, and when the war was over I came back to Fall Creek late in 1918 and again went to work for Copco. I came here in 1919, then to the Keno plant in

1921, and back here to work on building the Link River dam in 1921 and 1922.

Then when an injunction was served on the Power Company, work was stopped on the dam and I helped put in the power line to Algoma. It was at that time that I first met Nosler, who had a museum on the hill back of the Buena Vista boat landing. All sorts of carved objects, etc., people, books, and even an organ, I think. It later burned.

We finally returned to work on the dam and finished it in 1922. I then went to work on the old suction dredge, the *Klamath Belle*, in 1923, building dykes on the Upper Lake.

I always liked boats. I had a brother who built boats and I learned from him about the smaller type boats. He lost part of one hand in a saw and later went into the lithography business.

There was a boat called the *Benicia* that was here before my time and had quit before 1922. It had been a cutter on the cruiser *South Dakota* at one time. It was used in surveying the Upper Lake.

I never used the *Oregon*; it also had been used as a survey boat. (This *Oregon* is in no way connected with the *Oregon* of Odessa—Editor). Del Gammon was the engineer in charge then. He had a boat of his own called the *Lil Gal*. Shipped it to the Bay region when he left here. I took his place.

The *Spray* blew up on Copco in 1935 while they were bringing a log raft from some west side homesteader. They were headed for Algoma and were this side of Eagle Ridge. They were filling it with gas and when about filled it blew up. Everyone got off safe. Copco took it over about 1924.

The *Lilly* was built by Telford in 1924. It was used as a tender for the suction dredge, *Klamath Belle*. There had been another boat before, called the *Lilly*, but it gave a lot of trouble and quit while towing. When we test run the new one, we broke ice with it, drove it over boom sticks and bucked four-foot waves.

I remember the ice cut holes in the *Spray* on Agency Lake when we were hunting for the bodies of Woods and Nitchelm. Dr. Sharpe's boat, the *Winnelen*, also had holes cut in its sides by the ice. The ice was about half an inch thick and literally wore out the sides. We also took the *Lilly* up there, and on the return fastened on 2x12's, and they were almost gone by the time we got back to the docks.

Copco used the *Hooligan* for a time and it ended up along the Lakeshore Garden dykes. They used the hull to haul junk around, had acquired it through the John Linman operations.

Wickstrom owned the *Modoc* and *Eagle*. Used the *Modoc* to tow, and the *Eagle* to pump sand at Williamson River. Linman owned the *Wasp*. When it became obsolete, Copco burned it in about 1935 or 1936. The second *Wasp* had a reverse. It also had a pointed prow.

The *Curlew* remains lay alongside the Copco boathouse for years.

The old clam shell sank off the Buena Vista docks. The *Eagle* sank off Ritchie Point, near Skillet Handle, when Wickstrom was pushing it backwards for some reason. The *Modoc* was set on fire in the early 30's and the remains were used in the Lakeshore Garden dykes.

The *Pup* was a tender for Copco's original clam shell, the *Cardinal*. The *Nancy K* was launched in 1923. Telford built it in a tent. The *Mazama's* hull lay in the tules, west of the Copco boathouse for years after it was dismantled.

While dredging a channel opposite Pelican Bay with the suction dredge, we hit a rock strata, and mixed up in the muck that came up was a fine Indian mortar.

Copco built the *Shark*. They received two bids, both of \$1,000, one from Frisco and one from Seattle. They decided to build it themselves and it cost them \$1,000. It was launched May 20, 1936. Captain Linman built the superstructure.

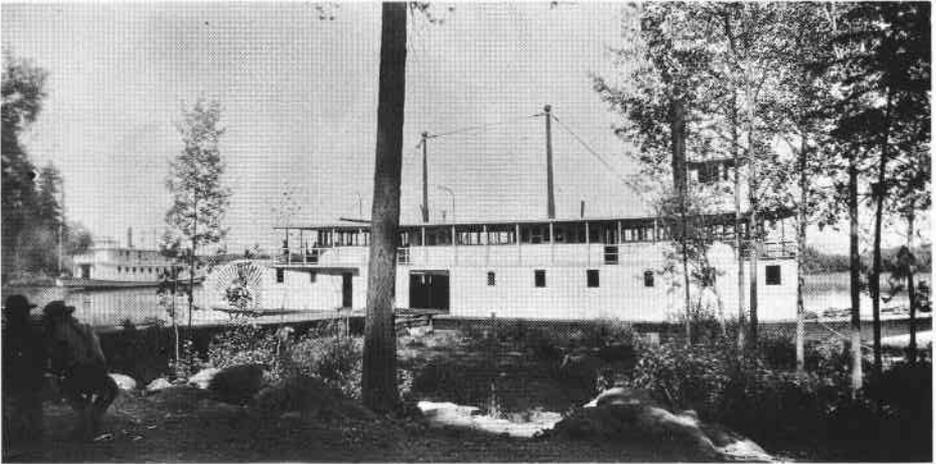
The men presented me with an admiral's cap one time, and I still have it.

The Boy Scout mill had a boat but it had no name. Browns also had a boat with no name. D. E. Alexander had a boat at the Doak ranch, and also a barge.

Dismantling started February 10th, 1953, on both the *Oakland* and the *Shark*. The *Lilly* was sold to Glubrecht, a school teacher, in 1953 for \$75.00. He immediately started repairing it in his spare time.

Copco used to haul everything. Delivered freight to the ranchers and homesteaders on the Upper Lake. Once I delivered 4,000 baby chicks to the Alexander Ranch. We first took the *Wasp* out in the wind on a test run. Wanted to see if we could keep the temperature up to 70 degrees. The baby chicks were from Petaluma. We loaded them on the *Wasp*, closed up all the openings and holes, and by firing heavy with slab wood, kept the temperature at the required 70 degrees. We had two thermometers. I don't think we lost a chick.

We towed log rafts, pushed barge loads of rock from the Eagle Ridge slide, to



—Priest Photo

Steamer Klamath and Winema at Rocky Point, Upper Klamath Lake.

As Told to Me . . . by Mrs. Esther G. Newell

April 6, 1965

Recorded by Devere Helfrich

My father, Harry Hansberry, came here in 1903 or 1904, from Hood River, Oregon. He had been on the Columbia River steamboats, *The Dalles City* and *Bailey Gatsartt*, around Cascade Locks.

Father and John Totten built the *Winema* in 1905, which they ran for a number of years before dissolving partnership. It was after this that father built the *Hooligan* which did all kinds of towing, including barges of hay from Wood River.

Father had a launch called the *Hunter*, but I do not remember the *Shag*. I do remember that my father built several row

boats for Harriman.

We had a boat house at Budd Springs and I remember two large trout that mother tried every way in the world to catch, but couldn't.

We left here in 1913, and moved to Seaside, where father had a boat shed and built boats. I suppose father sold the *Hooligan* before we moved away.

We returned here again in 1923, after which father took up a homestead near Harriman Lodge. He had a fox farm there. He was killed when his team of horses ran away, May 20, 1937.

strengthen the dykes; in fact did about everything.

Copco towed for cost, logs to Lamm's, Pelican Bay, Shippington, Boy Scout, Algonoma, and Blocklinger; sheep for O'Connor to Buck Island, and horses to Bear Island. We once pulled a plane out of the water.

The *Beth* belonged to J. C. Boyle, and was lost on Agency Lake. I remember, one time Totten was working on the boom at Shippington, when some fellow jarred the boom with a boat on purpose, and Totten

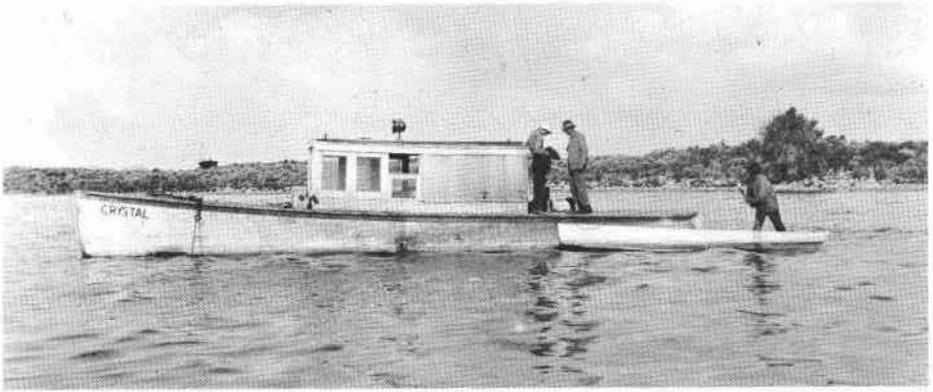
fell in.

The *Ellapoppin* was used by Wilbur Telford and Doug Puckett as an ice boat. Copco bought out both Linman and Wickstrom.

The Geary dredge — George Stevenson owned it at one time—had been the Southern Pacific dredge and was later acquired by Copco.

Frank Loosley helped build O. K. Puckett's boat.

I was on the Upper Lake for twenty-five years before I retired in 1956.



—Maude Baldwin Photo
The Tom Calmes boat, the *Crystal*, at the Lava Beds, south side of Lake.

As Told to Me . . . by Tom Calmes

May 3, 1965

Recorded by Devere Helfrich

I came to the Merrill community in 1891, when I was ten years old. I was born about four miles west of Maxwell, California. Dan Van Brimmer was my step-father.

My first boat was the *Crystal*, about a thirty footer. I bought it from Sam Summers, and I think possibly Dewey Huffman built it. I used it during 1911 to push barge loads of cinders from Tule Lake Peninsula to Merrill for road building. A man by the name of Perquisc ran it for me. I do not remember what became of this boat. In 1912, I had the steamer *Shag* built. It was a barge type boat, with a stern wheel. It had two engines, one on either side, each with an arm running to the stern wheel, and a boiler. All the machinery was shipped in from San Francisco. Bill Purdy was the engineer and Charlie Murphy the pilot. I ran it about three or four years, pushing barge loads of cinders from the Peninsula. The only other thing I ever hauled was wool, from south of the Peninsula. I sold the engines and boiler to Linman for a boat on the Upper Lake.

Coppock had a small boat and barge which he used between his homestead on the Peninsula and Merrill. It was the *Crystal* that had trouble on Tule Lake in a storm in 1911. I do not remember any other

boats on Tule Lake, although there may have been.

I bought this place in 1934, and moved here in 1935. I own the land where the old Teeters' Landing was, but there is nothing there now.

One time a man named McCollum came to Teeters' early one morning and informed him he wanted to fight. Teeters said he hadn't had breakfast yet, but would oblige as soon as he ate. McCollum said he hadn't had breakfast either, so Teeters said, "Well, we'll fight now then." They were both big men, but Teeters licked him.

Sam Fleenor, we always called him "Uncle Sam," lived with us here until he died. Fleenor Chimneys in the Lava Beds was named for him. We buried him in the little cemetery at Keno. We put "Sam Fleenor, Modoc Wagoner," on his tombstone.

Republican, October 12, 1899:

There is no more suitable water in the world for boat racing than on the Klamath river at this point, and we understand efforts will be put forth next year providing for such sport. That would surely be of general interest and attract big crowds.



—Priest Photo

The Beth, thought to be a patrol boat on Lower Klamath Lake, around the Bird Islands.

The Evening Herald, December 25, 1913:

. . . Charley House in his launch "Speed King," accompanied by a companion, left Williamson River headed for Modoc Point. When part way the cam shaft was broken by ice. After severe hardships they reached Eagle Ridge, mended the shaft and once more started out. They bucked ice all day, and at last reached Bear Island, which was covered with two inches of snow, where a most disagreeable night was spent. The next day the wind came up and broke the ice, after which the men managed to reach Modoc Point in a famished condition.

Republican, September 12, 1907:

The new launch Klatawa, owned by Telford and Son, was placed in service this week. One of the new features about the

boat is the tunnel stern, and it is proving very satisfactory and will likely become very popular here, as it seems to be especially adapted for the navigation of shallow water. It is being seriously considered placing the new boat on the Fort Klamath run. Messrs. Telfords have reason to feel proud of their labors, as the Klatawa is one of the finest pieces of work turned out by this popular firm.

Klamath Republican, February 28, 1901.

Among the projected improvements in this town are those which two citizens will shortly introduce. One of them proposes to get a gasoline automobile and the other a gasoline launch. Thus combined they can navigate both land and water.

Addresses and information of Historical Society Publications that contain information closely connected with the Klamath country:

"The Siskiyou Pioneer," published annually by the Siskiyou County Historical Society, 910 So. Main Street, Yreka, California. Price \$2.00.

"Trinity," published annually by the Trinity County Historical Society. Subscription price is \$1.25 plus mailing. Communications should be sent to Editor, P.O. Box 303, Weaverville, California.

"The Covered Wagon," published annually by the Shasta County Historical Society. Address all communications to Mrs. John Shuford, 3055 Henderson Road, Redding, California. Price \$1.00.

Josephine County Historical Society, P.O. Box 1225, Grants Pass, Oregon, c/o Dorothy Darneille, Editor, or Pauline H. Shier, Secretary.

Jackson County Historical Society, c/o Miss Mary Hanley, Curator, Jacksonville Museum, Jacksonville, Oregon.

Klamath County Museum, 126 South Third, Klamath Falls, Oregon.

~~etx~~

CORRECTIONS AND ADDITIONS TO VOLUME I, NUMBER 1:

The name of Al Angel, one of our original donors, who helped make our first issue possible, was accidentally omitted in our last issue.

The girl licking the ice cream paddle, page 33, was Lyle Watson Kimble. The man is unidentified.

The Unknown Lady at Crater Lake, inside Front Cover, has been identified as Nellie Boyd Hancock.

The man driving the Model-T Ford, Page VIII, with the cream cans, has been identified as R. C. Short.

The young man with the three bears, page 25, was Harry Telford rather than his brother Ray.



—Courtesy Don Harlan

Dance Barge on the Upper Lake, 1912.

John H. Houston

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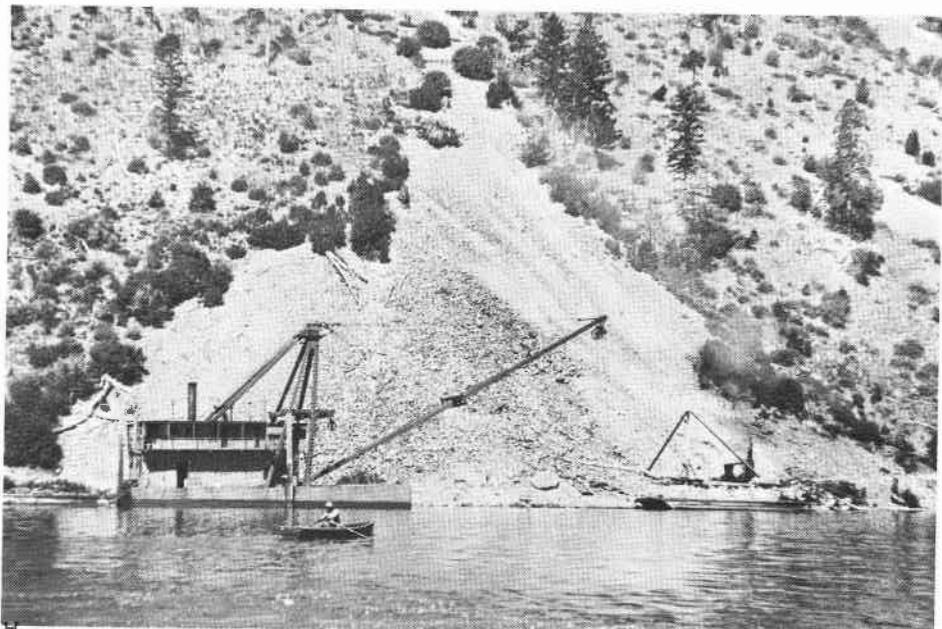
C. Buz Larkin

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—DeVere Photo

Clamshell Dredge, owned by Pacific Power's predecessor company, working at dike building on Upper Klamath Lake around 1936.

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—From Bennet Collection

The above picture with frozen lake background shows the original Steamer "Mazama," built in 1907, and its owners, Jasper "Jap" B. C. Taylor, (on left) and "Cap" M. F. Parker, (on right). The engineer's name is not remembered. With round-nose barges to navigate the winding Wood River, general freight was hauled up Klamath and Agency lakes and on up Wood River to the lower bridge, four miles from Fort Klamath. The remaining distance was handled with trailer wagons and four horse teams. Baled hay was hauled on return to Pelican Bay Lumber Co., logging in the Rocky Point area.

The second "Mazama" was built in 1911, using original engines, but being larger, was slower and never satisfactory. It ceased operations in 1913 after S. P. railroad had been completed to Chiloquin and boat service could not compete with combination rates of rail and horse drawn wagons on to Fort Klamath.

Years later, in 1918, "Cap" Parker founded the Peoples Warehouse, which is still being operated and owned by his step-son, Warren C. Bennet. Peoples', then, is truly a descendant of the Steamer "Mazama" boat transportation, and currently specializing in transportation and storage of furniture and household goods.

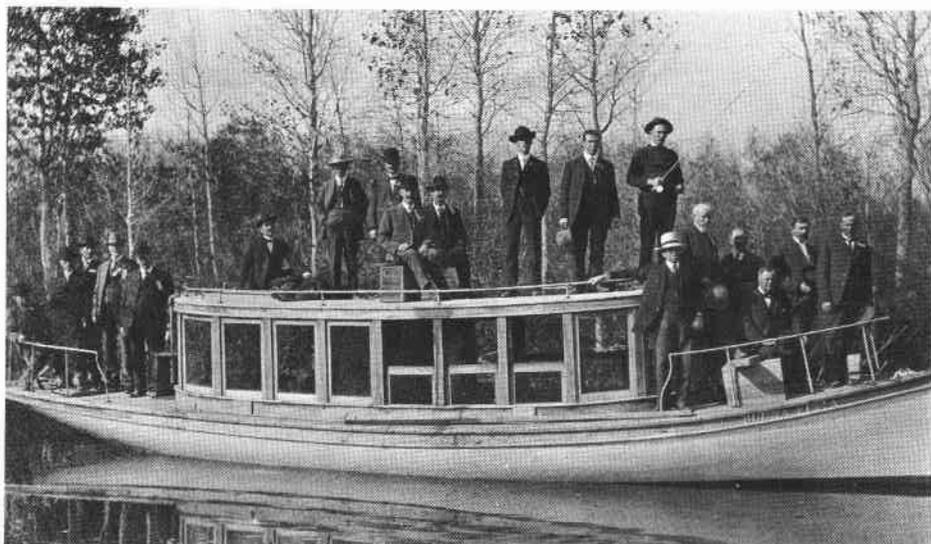
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—Maude Baldwin Photo

Business Men's excursion by the Buena Vista to Odessa Creek. George Baldwin seated in box.

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—Maude Baldwin Photo

The last trip of the Steamer Klamath, carrying excursionists from Klamath Falls to board the first train to enter the city, May 20, 1909.

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—Copy negative, courtesy O. K. Puckett

A Puckett operation in 1912, at Keno, on the Klamath River. Forming log rafts to be towed to Klamath Falls mills.

MY LIFETIME IN KLAMATH COUNTY
TRANSPORTATION AND SALE OF LOGS AND TIMBER

O. K. PUCKETT



Phone 884-6115

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KLAMATH FALLS, OREGON



—Priest Photo

The Hooligan, foreground, and Steamer Klamath along the Upper Lake water front. Some time after 1911.

Modoc Lumber Company

Manufacturers of Old Growth - Soft Texture

PONDEROSA PINE LUMBER

TRUE FIRS - DOUGLAS FIR - SUGAR PINE



P. O. Box 257

KLAMATH FALLS, OREGON



—Courtesy Copco

The new boat "Shark" leaving Eagle Ridge Rock Slide with a barge load of rocks for Upper Lake dikes. Louis Duncan in the boat.

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KLAMATH FALLS, OREGON



—DeVere Photo

The end of the Steamer Klamath, in the log cut leading to the Pelican Bay Lumber Co. mill.
Picture taken in March, 1948.

COMPLIMENTS OF . . .

Kimball Glass House



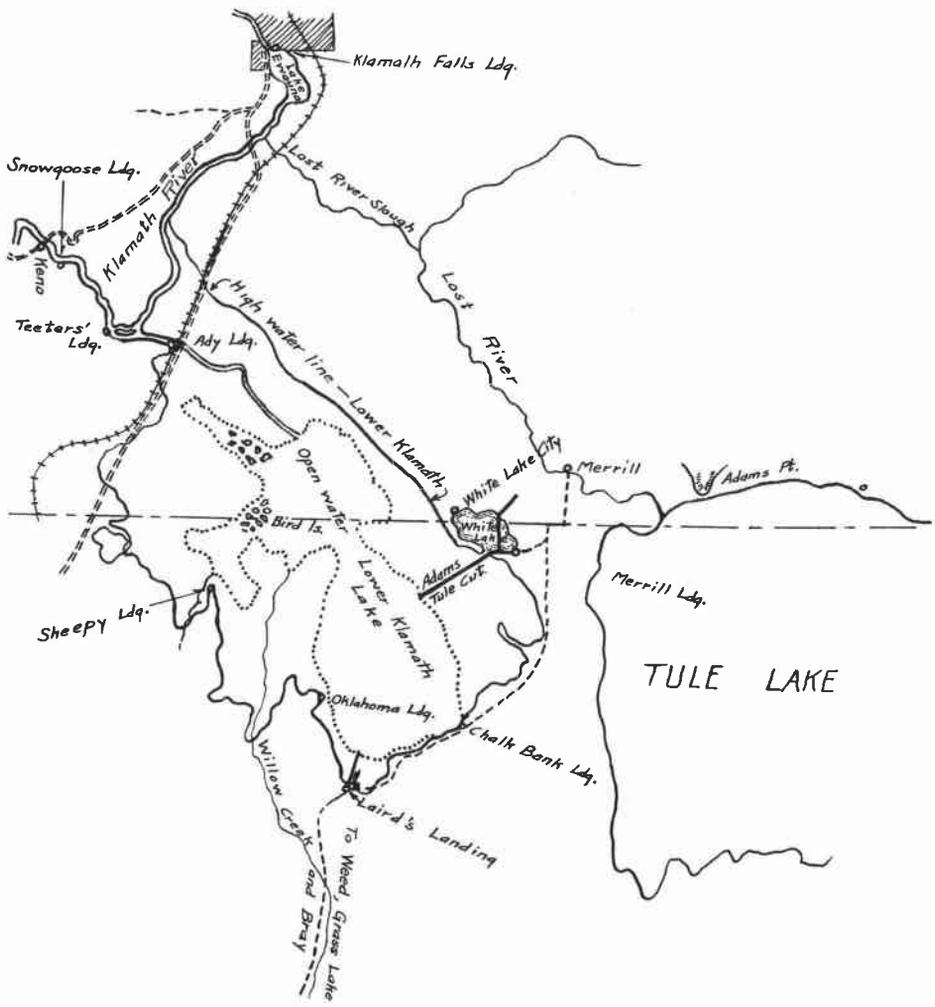
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