Log chute opposite Shovel Creek on the Klamath River, in action about 1900 to 1902.

Memories

The early loggers labored here; They were a rugged crew. They cut the fir and pine trees, And hauled them with Old Blue.

Dirt, heat, sawdust, and danger, all Were just part of a day, Until at last on the end of the month They could collect their pay.

Twas felling and bucking and skidding trees, Log drives to Klamathon; Then weekend brawling and drinking, And cheering the ball team on.

There are faint traces found here yet— The log chute to the river, The railroad bed that's now grown up With evergreens ashimmer.

The logging camps and towns are gone, But pause beneath the trees. You'll feel them all come crowding round— A thousand memories.

—Darle Runnels.
Log chute as it looks today. Taken July 11, 1948.

—Devere Helfrich photo

Dedication

Our appreciation to the Pokegamins who unknowing have left a history that has afforded us personally many pleasureable hours of documentary research and outdoor relocation of roadways and logging camp sites.
First dam across the Klamath River was this flashboard installation, built in 1899 by the Klamath River Improvement Company. The dam was located just upstream from the present-day location of PP&L's John Boyle project. Water backed up by the dam was released periodically, raising the river level to facilitate floating of logs to downstream mills.

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Identified as land-claimers headed for the Klamath country. Crossing the Klamath River on bridge built upstream from the 1889 dam and bridge which had been torn out sometime during the 1890's.

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Klamath County Historical Society

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Arrival of the Linkville Trolley in front of the Baldwin Hotel. Hauled in on a wagon by a Bob Hunsaker team. Left to right: Vesta Hunsaker (Vaughn), unknown, Henry Stout, driver, unknown.

Baldwin Hotel

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KLAMATH FALLS, OREGON
On a Sunday afternoon drive in the virgin pine forests of the Pokegama country.

With modern, scientific logging, today's new forests continue producing timber, wildlife, water and recreation in the historic Pokegama area.

—Maude Baldwin photo

Weyerhaeuser Company
The old Truitt place, one mile below Shovel Creek and opposite the log chute. The old Ager-Klamath Falls, via Topsy Grade, freight road in foreground. Note logs stranded to right of water wheel.

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KLAMATH FALLS, OREGON
Old Blue and its four logging cars headed north, somewhere near the California-Oregon line. Left to right: Bud Inman, engineer; Walter Inman; Ed Way, brakeman.

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KLAMATH FALLS, OREGON
Every issue of *Klamath Echoes* is written with the primary objective being to record authentic source history of our area. For that reason we rely chiefly on contemporary newspaper articles for the foundation, coupled with field research and old timers' recollections to tell our story.

We rely on the newspapers for the facts, dates and general recordings of the times, while the old timers supply the human interest and tall tales. In many instances, however, these recollections are all that are available, and although at times somewhat vague, give us a fairly accurate history.

It has been found, that if an argument is to be avoided, then do not interview more than one old timer on a subject. If ten were interviewed, you might have ten different versions. In general, however, you soon learn to differentiate between fact and fiction, although the latter may be the more entertaining.

In this issue we are especially indebted to the newspaper morgues of Klamath Falls, Yreka and Ashland. The *Star and Republican* of the first, the *Union, Journal* and *Siskiyou News* of the second; and the *Tidings and Record* of the third. In addition, we wish to thank the Siskiyou and Klamath County Museums for their cooperation and the loan of some very wonderful old pictures.

For authenticity and to add to the flavor of the times, wherever possible, the articles are reprinted exactly as written.

For years the question, "What became of 'Old Blue'?" has remained unanswered. Here, as in many other instances, there are too many theories or answers. For example, first, it was seen as late as 1912, in a pine thicket at Old Pokegama, and the smokestack was picked up there a number of years ago; second, it was seen as late as the 1918-20 period, in an oak thicket, southwest of Snow, near Long Prairie Creek; and third, the name plate was found, attached to another part, in the late 1940's, about halfway between the two former sites just described.

One of the main objects of our research has been to uncover the true history of "Old Blue", the tiny, first railroad engine to be brought into Klamath County. In the process, many other interesting bits of history have come to light. Many false leads, tales and recollections have been encountered along the way. In fact, the actual disposal of "Old Blue," as far as this writer has been able to determine, with any degree of accuracy, is still a mystery and seems likely to remain that way.

Until a better factual account is turned up, the theory that "Old Blue" was scrapped for junk in the 1940's, or approximate period, will be accepted as nearest correct by this writer.

It will be noted, that every element for an extended T-V series is supplied in this history of Pokegama, it's associated industries and localities.

In running down the history of "Old Blue," an overwhelming amount of material was uncovered relating to the logging industry carried on at the various locations of the name "Pokegama."

Finally, we witness the end of a very romantic and nostalgic era, with the termination of the freighting and staging industries, romantic, to the present day generation, and nostalgic, to the old timers.
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THE COVER: Our cover is a drawing of an actual photograph of "Old Blue", the first railroad engine in Klamath County. It was drawn by Stephanie Bonotto Hakanson, artist for issues Number 1 and 2 of Klamath Echoes.
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Log chute opposite Shovel Creek on the Klamath River, in action. Note the logs stranded on account of low water.

—Courtesy Siskiyou County Historical Society
Pokegama...  

By DEVERE HELFRICH

This, the third issue of Klamath Echoes, is the history of Pokegama.

The source of the name "Pokegama," is more or less clouded. Several different theories of it's origin have been advanced. First, that printed in the Yreka Journal of March 16, 1892 states: "Pokegama is the name of Klamath City P. O., but we have no idea of it's origin unless it be a transposition of the game of poker, with a little change in the spelling. Some say it is of Indian origin. It is becoming quite a place, however, and is destined to be one of the best business points on the C. & O. railroad in this county, by reason of it's immense lumbering enterprise and the mammoth saw mill and wooden ware factories. A new road from Pokegama is to be built up the north side of the Klamath river, connecting in the Shovel creek section with the Ager-Linkville road."

Two weeks later, the Journal of March 30th, added: "Pokegama, the new name of Klamath City, at the Klamath river crossing, near Hornbrook, is pronounced Po-Keg-a-my, which is better than Po-ke-ga-ma, as many seemed to think was the proper pronunciation of the word."

Then on May 3, 1893, the Journal reprinted the following from the Klamath Falls Express: "... and this town which derives its name from the Chippewa language, and is accented on the 'keg', promises to thrive."

Another version, that listed in Oregon Geographic Names, by Lewis A. McArthur, states: "... The lumber company (Pokegama Sugar Pine Lumber Company—Editor), got its name from a place in Pine County, Minnesota... " (Actually there is a Pokegama Lake, located some sixty odd miles, due north of Minneapolis-St. Paul—Ed.)

Finally, another version was printed in the Sacramento Bee, June 28, 1957, and was told by Mrs. Fred Cavin, of Hornbrook, California, who once lived in the logging camp of Pokegama as a youngster, helping her father operate the cook-house. Originally, she related, the town was named Old Snow, because of the deep snow in the winter, but was renamed by George Marsh, logging superintendent, in honor of a Chippewa Indian friend of his in Manistee, Michigan. (Actually, Snow and Pokegama were two different logging camps, located some five miles apart—Ed.) Others have agreed it was a Chippewa name.

The question has been asked, what is Pokegama? The answer is, it was: first, the name of a sawmill town; second, the name of a lumber company; third, a logging camp; fourth, the and of the rails of the Klamath Lake Railroad; and, fifth, again a logging camp or town.

Pokegama, as the name is now applied, is a high, timbered, but logged over plateau, lying in the extreme southwestern corner of Klamath County. This plateau, sometimes known as Pokegama Flats, extends southward to the Klamath River rim, thus including a small wedge shaped strip of Siskiyou County, California, lying between the Klamath River and the California-Oregon state line. Also considered as Pokegama Country is a small segment of the extreme southeastern corner of Jackson County, Oregon.

The Pokegama Country is bounded on the north by the present Ashland-Klamath Falls or Greensprings (State #66) Highway, successor to the old Southern Oregon Wagon Road and the still older Applegate Trail, all three approximating one another. To the west, the boundary is the summit of Parker and Grizzly Mountains; to the south, the north rim of the Klamath River; and, to the east, the summit of Hayden Mountain. The entire area is bisected, from north to south by Long Prairie Creek. 1.
(Once known as Four Creek—Ed.), which is about thirty-one miles west of Klamath Falls. The approximate area of the Pokegama Country can be considered, on the average, about eight to ten miles wide, east and west, by ten or twelve miles long, north and south, and roughly contains some 75,000 acres.

Treated equally with Pokegama in this work, is some of the early history of the Klamath River, from the mouth of Spencer Creek, in Klamath County, to the mouth of Cottonwood Creek, in Siskiyou County, California. The Klamath River shares in the history of every enterprise connected with the Pokegama story. From the late 1880’s down to the present day, some part of this combined area has been the more or less steady scene of logging operations.

Klamath River at the Big Bend above the Ward Ranch. Now covered by Copco Reservoir. Probably taken in 1903.

Before Pokegama ...

As in practically all Klamath County history, the first authentically documented whites to view or travel across the Pokegama and Klamath River area, was the Peter Skene Ogden 1826-27 Hudson’s Bay Company Fur Brigade. (Journal of Peter Skene Ogden: Snake Expedition, 1826-27. Oregon Historical Quarterly, Vol. XI, No. 2).

Ogden, in the neighborhood of Cottonwood Creek and present day Hornbrook, California, recorded in his journal, under the date of April 14, 1827, that, from the “Sasty (Shasta—Ed.) River” neighborhood, “We shall proceed slowly to Clammite Lake and await Mr. McKay’s party.” This seems to have been accomplished by April 22nd probably in the vicinity of Link River.

The brigade probably followed up the north bank of the Klamath River and across Pokegama flats via the old Klamath River Indian trail. This trail, after following the river to the upper end of present day Copco Reservoir, is thought to have climbed to the flats above, by way of what is now known as Spannus Gulch. At the present
time it is closely followed across the flats by the Ward Road, which in turn is closely paralleled by the present day Pacific Power & Light Company's power line (Transmission Line #59). All three practically join near the highway maintenance station on the Ashland-Klamath Falls Highway at the eastern base of Hayden Mountain. (See General Land Office surveys of Thomas C. Judkins, 1880-1881; Surveyor Mountain Quadrangle, U. S. Geological Survey, 1955; and As Told to Me by Rod Frain, in this issue of Klamath Echoes—Ed.).

The old Klamath River Indian Trail probably became the route of the Fort Klamath-Henley (the latter located one mile westerly from Hornbrook, California—Ed.) pack and pony express trail in late 1863 or early 1864. This line of communication enabled the military to reach the stage and telegraph lines passing through Henley from California to Oregon. The route was used in preference to others, as more favorable for winter travel than any then known.

From somewhere in the Klamath country, the fur brigade, on May 14th, once more took up their line of march "across the mountains to the eastward," reaching "Salt Lake" (Lake Abert—Ed.) on May 24th.

In the years immediately following, and until the mid-1840's, Hudson’s Bay Company trappers, under Alexander Roderick McLeod, Michel La Framboise, John Work and others, continued to cross, and undoubtedly trap portions of the Klamath River, upstream from the Cottonwood and Willow Creek area.

These fur brigades, upon leaving the Rogue River Valley, headed south, using the old Siskiyou Mountain Indian Trail, made straight for Pilot Knob, then down Cottonwood Creek, across the Klamath River up Willow Creek, and over a low divide to enter Shasta Valley.

Presumably most of these parties crossed the Klamath River at the ford immediately above Willow Creek and if not there, then somewhere in the three mile stretch between the two creeks. (Possible Origins of the Name Siskiyou by Joseph Wales. Siskiyou Pioneer, 1948. pp 42-43.)

From 1846 for the next two decades, the Pokegama country was viewed and probably entered many times by emigrants traveling the old Applegate Trail, which skirted the northern limits of the territory. During the years 1848 and 1849, many California bound gold rushers from Oregon, also traveled the same route, but from west to east.

**Early Transportation Routes of the Pokegama Country**

In the late summer of 1848, the first wagons, six in number crossed the Klamath River, following the old Siskiyou Mountain Trail southward.

Sometime in March, 1851, gold was discovered at Yreka, and in December of the same year, at Jacksonville. During the immediately ensuing years the surrounding communities were founded and the adjacent countryside settled. A road of sorts came into existence over the Siskiyou and by July 29, 1854, (My Playhouse Was a Concord Coach, by Maye Helene Bacon Boggs, page 208), a stage line was established between the two places. At some unknown date, as of now, but no later than August 26, 1854, (Concord Coach, page 209), a ferry, then known as "Klamath Ferry," was put into use about half way between Cottonwood and Willow Creeks. This was probably the ferry later known as the "James Bell Ferry."

Nearby, a post office of Henley, was established, January 3, 1856, and ran until October 31, 1912, when it was closed to Hornbrook. (Century of California Post Offices, 1848-1954 by Walter Nettleton Frickstad, Oakland, 1955).
By December 26, 1866, a post office of "Klamath" was established some "12 miles from Yreka." (Concord Coach, page 482.) It continued in operation until February 28, 1872 when it was closed. The exact location is unknown.

Later, on October 28, 1869 (Concord Coach, page 527), under the listings of U. S. Mail contract 14,773, a "Klamath" appeared on the line between Yreka and Henley. Next, on January 9, 1871 a post office of "Virginia Ranch" was established and ran but a short time, closing out December 18, 1871 (California Post Offices). This post office evidently was on what was known as the old Laird ranch.

Then on September 24, 1875 (Concord Coach, page 589), a list of the stage stops of the California-Oregon stage reads in part: "... Yreka, to Klamath Ferry 14 miles, to Coles 11 miles ..." Whether one station or two separate ones, the locations of Klamath and Klamath Ferry can only be guessed. Nearby, a post office of Willow Creek was established September 22, 1876 and was closed to Ager, February 3, 1888 (California Post Offices).

Exactly when the next change in name or location of a station, in this neighborhood, took place, has not been determined; but by December 15, 1884 the Redding Free Press (Concord Coach, page 707), announced the winter schedule of the stage company as follows, in part: "Leave Yreka at 4 a.m. and arrive at Laird's at 8 a.m., for breakfast. Leave Laird's at 8:30 a.m. and arrive at Coles at 12:30 p.m., for dinner."

With the approach of the railroad from the south, the Journal wrote, on January 15, 1887, that "Laird's on the Oregon road is about the liveliest camp in the country at present, it being the stop over station for stages, besides being surrounded with camps of men in employ of the railroad company. (This location was the old Laird ranch, which in the early 1900's became Thrall, where the Klamath Lake Railroad branched from the Southern Pacific Railroad—Ed.)

In the meantime, the settlements had been extended eastward from upper Willow Creek, past Bogus, on to the Klamath River, and up the south side of that stream toward Klamath Hot Springs. As the settlers pushed up the Klamath River canyon, Martin Frain, trapper and trader, was ever in the vanguard.

Sometime after the establishment of Fort Klamath, exactly when is unknown, a new trail, to and across the Pokegama Country, came into use by the Yreka-Fort Klamath packers. Such men as Whittle, Picard, and George Nurse, sutler at the fort, and after 1867, trader and storekeeper at the new settlement on Link River, probably all used this route. The new route continued in use for a number of years as will be shown, or probably until the first Topsy grade was built by H. C. Tichnor in 1875.

The Journal of February 28, 1868, describes the route as follows: "... The people of Link River are anxious to do their trading with Yreka in preference to Jacksonville, although they belong to that county, for the reason that they can get to Yreka at all seasons of the year. A good wagon road now runs from Yreka to Killibrew's Ferry on the Klamath (The site is now under the waters of Copco Reservoir—Ed.), turning off from the Oregon Road (Oregon & California Stage Road—Ed.) at Jas. Bradley's ranch (probably near later day Ager—Ed.) towards Bogus, in reference to which we learn a petition is to be presented to the Board of Supervisors, asking to have this private road declared a public highway. From Killibrew's ferry to the old emigrant or Applegate road (up Long Prairie Creek to the site of the later day Parker Stage Station—Ed.) there needs to be but seven or eight miles of road built, which will connect us with the Klamath Lake country, as well as opening a direct road to Surprise Valley. This short piece of road could be built at a trifling expense and render Yreka within seven miles as near the Klamath Lake as Cottonwood (Henley—Ed.), or sixty-five miles from Yreka to Link River. Mr. Nurse, the sole trader of that section at present, who has
The next issue of the Journal, March 6, 1868 further endorsed the route by writing: "Wagon Road to Klamath Lake.—We notice that Robt. Whittle, F. Peacard and A. F. Woodruff, have posted notices of intention to make application at the next meeting of the Board of Supervisors, asking that the road to Woodruff's ranch and Killibrew's ferry be declared a public highway. From this road to the Klamath Lake emigrant road, only seven or eight miles of road is necessary to be built, and in the meantime goods for Link River could be packed this short distance, and hauled the balance of the way in wagons. This is the only feasible route for the Klamath Lake settlers in winter and the most desirable in summer. If the people desire to improve the prosperity of the county, this is certainly a fine opportunity to secure a valuable trade at a very small expense. This road would also make an excellent and short route to Surprise Valley, by taking a direct course east across the country, soon after crossing the Klamath River."

The Journal of April 3, 1868 wrote: "For Link River.—Geo. Nurse the Klamath Lake trader, leaves here this morning with a pack train well loaded with supplies and takes freight at ten cents per pound. The travel to that section via Killibrew's Ferry averages from ten to fifteen persons per day, most of the travel coming from Oregon, it being necessary to come down to Cottonwood in California and then go north again. Farming and plowing is going on briskly around the Lake and prospects are favorable for a very large settlement in that country this summer. The Oregon and California boundary survey will be commenced about the first of May."

We continue the story by quoting the Journal, on several occasions, first, May 22, 1868: "Last week we were favored with the acquaintance of Capt. McGregor, of Fort Klamath, who came to town on business connected with Government matters. After this month the Fort Klamath mail will come to Yreka three times a month, via Killibrew's Ferry on the Klamath, and the great bulk of supplies for that section will also be procured in Yreka. This route can be traveled all the year round, while the route formerly traveled to Jacksonville is impassable for at least seven months in the year. Excepting a distance of eight miles, near Klamath River, this route is well adapted for good teaming, and Capt. McGregor offers to build one half the road on the other side, if the people of Siskiyou will finish it on this side."

June 2, 1868: "Messrs. H. Pfenninger, E. W. Potter and Bob Whittle came in town from Klamath Lake yesterday, the latter bringing in a quantity of Lake trout which are splendid eating."

June 2, 1868: "Trade from the Klamath Lake country with this section is steadily increasing, and orders come into town through different individuals every time the tri-monthly military mail and express comes along from Fort Klamath."

On June 26, 1868, the Journal further moaned: "The Want of a Road.—Owing to the absence of a wagon road leading out to the Klamath Lake, this county is deprived of the opportunity of securing contracts for about 2,200 to 2,500 barrels of flour per year for Fort Warner, located about 50 miles north of Surprise, Gen. Crooks headquarters and other posts. The flour will probably be shipped from Grande Ronde, 100 miles further than the distance from Yreka. Teams can carry cheaper probably than pack trains, hence the pre-
ference in favor of Grande Ronde. Chico is 95 miles further than Yreka from Fort Warner but the road is badly cut up at present. Siskiyou County is the nearest market and would be the cheapest if a good road was built to permit teams to reach Klamath Basin."

Even with all this agitation, it seems unlikely that a wagon road was built at this time or for many years yet to come, as indicated partially by the following letter (a typescript of a microfilm copy from the National Archives, Washington, D. C., made by the late Edith McLeod—Ed.) from G. G. Huntr, Major of Cavalry, Commanding post, to the Assistant Adjutant at San Francisco, dated Fort Klamath, Oregon, January 10, 1872, which in part states that the "Trail from Yreka, California, partly road, to Fort Klamath, via Link River, Oregon, open at all seasons for pack animals."

However, enough agitation had been stirred up, so that the Board of Supervisors evidently sent out road viewers, and the results of their viewings were reported in the Journal of June 26, 1868: "... They report a good temporary road from Yreka to Killibrew's Ferry, from which point a new road must be built towards the Lake. After crossing the ferry, they followed up a gulch (Spannus Gulch—Ed.) to a table land, a distance of seven or eight miles, which the proprietors of Killibrew's Ferry are willing to build. On reaching this table land they found a good route for a road to Brown's Ferry (near Spencer Creek—Ed.)."

It further seems that the demands of another route, that which in later years was to become the old Topsy Grade road, also received the road-viewers attention at the same time as the Killibrew Ferry route and was reported in the same article of the Journal. "The route by the South of Klamath River is considered the best one for the interests of this county, from the fact that it would be all in the State... The road on the south side of the Klamath would avoid any crossing of the river, and take to the mountains shortly after leaving Killibrew's Ferry. Plenty of hard work would be required to build it, though it would be much shorter, and tap far richer sections all the way to Lost River than those on the north side in the limited Link River section." (Here again, a road was not built for several years, or probably until 1875—Ed.).

Then on July 24, 1868, the Journal gave the reason why the Killibrew and south side roads were so bypassed: "... We have heretofore mentioned the route via Killibrew's on the north side of the Klamath River, and also the route in the same direction on the south side of the Klamath River, but we now think a better route can be obtained via Little Shasta River (the Old Ball Mountain road—Ed.), to Willow Creek; thence to the old emigrant road on Lost River; thence easterly within three or four miles of Clear Lake."

It was not until the next spring that the Journal of March 26, 1869 again took up the story: "Geo. Nurse, from Klamath Lake country was in town this week purchasing goods to replenish his stock, and brought with him a large assortment of furs. He also intends bringing in shortly, a lot of wool, which is obtained from the various herds of sheep in the vicinity of Link and Lost Rivers."

May 27, 1869: "For Klamath Lake.—A pack train loaded with goods for the Klamath Lake country, by McConnell & McManus, left town early yesterday morning."

July 1, 1869: "Geo. Nurse, arrived in town with his pack train from the Klamath Lake country, with a load of wool, and will return tomorrow with a stock of goods."

Finally, a new source, the Yreka Union, November 21, 1869 adds an interesting bit to the story by reporting: "The Messrs. Majors, who are engaged in surveying the California and Oregon line, have finally reached the settlements on the Klamath beyond Bogus Creek. The line is from a mile and a quarter to a mile and a half north of Ward's ranch—the old Killibrew..."
It has been claimed for some years past that this ranch was in Oregon, and, in consequence, our Assessors and Collectors have not assessed it or collected taxes from it—though in 1862 it was regarded and treated as subject to the jurisdiction of California."

This survey was made in 1868-1869, by Daniel G. Majors. The state line was finally and definitely established as late as 1918. (Oregon Historical Quarterly, December, 1936. pp 301-307. The Township and Section lines of the Pokegama country on the Oregon side, T. 41 S., R. 5 E. were surveyed in 1847—Ed.).

As Told to Me...

by Rod Frain  Oct. 24, 1948

My father came around the Horn about 1850. He came to this country in 1852, with goods to trade to the Indians, at what is now Klamath Falls. I was born in Scott Valley in 1871. Our old home ranch on the Klamath River is the first place below Shovel Creek, about a mile from the Hot Springs. Spannus later owned the place. We lived for years on the ranch at the foot of Topsy Grade.

Frank Picard built the first grade up Topsy, George Chase the second and Bob Emmit the third. I think the last was built in 1890, the year after the hard winter. Yes, I'm sure that is the year. I worked on the last Topsy Grade for a while. I drilled on the bluff at the sharp point.

George Otto was the first mail carrier into that part of the country. He first rode a mule that became so lazy he couldn't make any time. At last he bought a small pistol and would pull it out of his pocket and fire it down by his side, close to the mule's hind feet, which would cause the mule to speed up for a little bit. He later rode a horse called Honey.

Chicken Hill got its name from one time Tom Way was moving a load of furniture to his place at the foot of Topsy. He had a wagon load of stuff, and had a crate of chickens piled on top. Going up the hill the crate of chickens fell off, and broke open, scattering chickens all over. There were kids running everywhere, trying to catch the chickens.

We always called the big bend of the Klamath River, Long Point, although that was not it's name. I don't think it ever had a name.

The old post office at Spencer's Station was called Wampus, after the Indian beads. If the government called it Wampus, that was wrong, they made lots of mistakes. I built the old slaughter house at the Spencer place. Spencers used to live in a log house, just east of the brick house that is still there. The old chimney stood there for years.

The falls in Klamath River, just below the slaughter house, and where the old Connolly sawmill was once located, is where the Indians used to catch salmon. They would wash back over the falls, and would pack just as thick as they could pile, in a big hole just below the falls. That is where Frank Picard used to get the salmon he packed to Yreka. My father told me all about it many times. The old soldiers trail ran between the Pokegama road and the river. I found a gunny sack full of tin cups along it once. It had the soldiers' names on each cup. I didn't have any use for it, so just let it lay. Keno was once called Riverside. It was called Plevna long before it was called Keno.

There are still in existence, some of the old brick ovens the Greeks built to bake in, while they were building the old Pokegama railroad. They are at the rim, just where the railroad climbs out of the canyon. The old engine on the logging road from Snow to the top of the chute was called "Old Blue." Snow was about halfway between Dixie Ranger station and Pokegama, or about a mile from either place, and on the old logging railroad. It was a logging camp for the sawmill at Klamathon, and the first winter it was built, such
a heavy snow fell, there was over five feet, that is how it got its name of Snow.

They peeled the logs where they fell, but they never peeled the smaller ones, just squared them into timbers. They did not drive spikes in the chute to slow up the logs. I worked there, at about every job there was, in the timber and on the chutes. I drove logs down the river to the mill. They never used the dam over a few times, to float the logs from the chute down to the mill. It was used mostly when they rolled the logs into the river, farther upstream, along the hillsides. The chute never burned up. They used to grease it so the logs would slide better. At first the chute was real smooth, but later the lower half, below the cut, got gouged out and was bumpy. When the logs would hit these bumps it sometimes would cause them to jump the sides of the chute. They lined it in places with iron, about a half inch thick, like sheet iron.

The old school still standing northwest of here (Rod Frain's old homestead ranch at Fall Creek on the Copco Road) was called the Spring Creek school. There was once a school on this ranch, on the meadow just south of here a couple of hundred yards. It was later moved to Surveyor Springs. There was a family or two over that way that had seven or eight kids. Surveyor Springs got its name from the first surveyors in early days who camped there while surveying the state line.

Hart lived on Beaver Creek, above Pinehurst, at what is now the De Carl place. The old emigrant road crossed Jenny Creek about a mile and a half below Pinehurst. They let their wagons down with ropes, and the marks used to show on trees there. I have seen the marks but I do not know whether anything is left now or not.

(The above interview took place at the old Fred Frain, now Laird, ranch on Fall Creek in Jackson County.—Editor).

Land Grants...

Pokegama timber lands were acquired in several ways; by homesteads, by timber claims, by direct purchase from the Federal Government, and by Federal Land Grants. The latter were probably the largest single source by which this stand of timber passed into private ownership, to eventually end up in the possession of large timber interests.

As early as 1850, to encourage the construction of railroads, Congress authorized the awarding of public lands, of which the nation had a surplus, to groups of private enterprisers, who would lay rails in certain distant areas.

According to Stewart Holbrook, in The Story of American Railroads, pp 157-161, "There were several patterns in the land grants to railroads: Grants of alternate sections of land, usually the odd numbered sections on each side of the railroad for varying distances, in primary strips embracing the area within ten miles on either side of the proposed railroad, some without indemnity limits, others with indemnity limits outside thereof, extending 20 to 30 miles from the railroad.

"In no case did a railroad receive more than six sections of land to the mile of road. The indemnity lands, also called 'in lieu' lands, were given to the railroad in place of lands that would have been in the primary strip except for the fact they had previously been granted to others than the railroad. Hence, the 'in lieu' or indemnity limits."

It is some of these indemnity or "in lieu" lands in the Pokegama country, which in turn were sold to logging concerns, of which this history deals.

One of these sales was made on July 1, 1887, when the Oregon and California Railroad Company gave a trust deed to the Union Trust Company of New York, in behalf of the Pokegama Sugar Pine Lumber Company for 10,022.95 acres in Klamath and Jackson Counties, Oregon.
The consideration was $65,149.17.

On September 14, 1906, the California and Oregon Railroad Company "granted and conveyed," and the Union Trust Company "released and confirmed," all rights "unto" the Pokegama Sugar Pine Lumber Company. (Klamath County deeds, Vol. 22, Page 566.)

In addition, the U.S. Government gave a patent, on the above lands, to the Pokegama Sugar Pine Lumber Company on March 19, 1913 which was recorded May 14, 1913. (Deed: Klamath County Records, Vol. 39, Page 259.)

These last two transactions were for the purpose of clearing the title to the said timber lands, which according to the Klamath Republican of December 14, 1905, had been sold by the Pokegama Sugar Pine Lumber Company to the Weyerhaeuser Timber Company.

The Central Pacific Railroad acquired the California and Oregon Railroad about 1870 by a number of consolidations, and in turn became a part of the Southern Pacific Railroad. Consolidations also took place in Oregon, where the Oregon and California Railroad eventually passed into the hands of the Southern Pacific in 1887.

Klamath City...

In 1887, with the approach of the railroad from the south, to and across the Klamath River (Hornbrook became the end of the rails by May 1, 1887—Ed.), a new community, later to be called Klamath City, may have been envisioned and even founded sometime during that season.

By 1888, the Klamath River Improvement Company, whose members were J. E. (James) McLaughlin, President; James Steel, Portland, Oregon, the principal investor; J. Louvenberg; and probably others, was incorporated.

Then according to the Journal of November 28, 1888, "a depot is to be built at this new town on Klamath River, and Klamath City is destined to become one of the largest towns in the county." Further, the corporation heads were deciding in Portland, on plans to build a dam, a sawmill, and a "woodenware factory."

"To test the matter of getting logs down the river, 134 were thrown in at the Oregon boundary line, and 119 reached the locality of Klamath City, without any further attention, the river being at its lowest.

"In addition to these improvements, a new road is being built up the river to Elk Flats, near Shovel Creek, joining the Linkville road at that point, the new road being free from the troublesome adobe, so difficult for travel in the winter season."

By December 19th Journal, it was announced that construction of the new mill "will be commenced before long as the company has obtained the privilege from our Supervisors of cleaning out and improving the stream to use it for floating logs." and that "The S. P. Co. have already sent up five car loads of rails and about 5,000 ties, to build a mile of side track. Several men are already at work clearing the ground and making preparations for erection of the mills."

Then on February 21, 1889, the Union reprinted the following article from the Ashland Record: "The work on the big lumbering mill and town site has been closed down and the men all discharged. The Record is informed, upon pretty fair authority, that operations have been suspended indefinitely, on account of the company not being able to get proper title to their land. It is said the biggest part of their land, about 30,000 acres, was ceded to the state, which gave a swamp land title to the parties from whom they purchased it. As it is a fine belt of sugar and yellow pine, plainly without any taint whatever of being swamp, it is said the government has notified the company that the titles were procured through fraud, and will be revoked."

On April 10, 1889, the Klamath County Court, with W. S. Moore, County Judge, W. C. Crawford and Levi B. Kes-
ter, County Commissioners, as party of the first part, entered into an agreement with the Klamath River Improvement Company, J. E. McLaughlin, President, as party of the second part, whereby the former "let, lease and demise to the said party of the second part and its successors, the Klamath River from the mouth of Spencer Cr Wetas Creek to a point where said Klamath River crosses the state line between the states of Oregon and California, to use the same as a public highway for the purpose of floating logs, timber and lumber thereon for the term of twenty years from the date hereof. That the said party of the second part and its successors shall be allowed to collect and receive as toll for all logs, timber and lumber passing over said portion of said Klamath River, the sum of one dollar for each and every thousand feet, board measure, ... of logs, timber and lumber floated by said party of the second part and its successors or allowed by them to be floated on said portion of said Klamath River."

It was further agreed "That the party of the second part and its successors will improve the said portion of the said Klamath River sufficiently to float and transport successfully all floatable logs,
timber and lumber that may be offered to
be floated thereon, on or before the first
day of October, 1889."

It was also agreed that Klamath County,
for and in consideration of the certain
promises and agreements did further,
grant, demise and lease to the said party
of the second part and its successors the
sole and exclusive right for the period
aforesaid, to construct and maintain booms
and dams and to make all other improve-
ments necessary for the successful floating
of logs, timber and lumber thereon . . . ."
(Excerpts from the original agreement, in
the files of the Klamath County Museum.)

As a result of the Klamath County agree-
ment, the Klamath River Improvement
Company built a dam on the Klamath
River approximately one-fourth mile be-
low the Ashland-Klamath Falls (State
Route #66) Highway bridge at the old
McCollum or Ellingson Mill site, some
five miles west of Keno. The dam was
constructed of log cribs filled with rock,
with the front face planked, between which
flash boards could be placed and water
stored on the Spencer Creek Flats above.
It appears that construction took place in
1889, or at least, was commenced that
year.

A bridge was constructed on top of the
dam, and thus use of the old emigrant

box factory and business section to right. Nothing remains today.

—Courtesy Siskiyou County Historical Society
ford across the Klamath River below Spencer Creek was eliminated.

Incidentally, it is related by an old timer (As Told to Me, by C. C. Snowgoose.), that the flood heads released would hit the miners working on bars below Pogue-ama, without warning, causing considerable damage to their workings and endangering life as well. Their complaints resulted in abandonment of the dam by the logging company and its partial destruction, after which fishermen continued the regulation of the river to their own desires. After destruction of the dam, there was constructed a makeshift bridge along the upstream side of the remaining parts above water. Over this latter bridge passed most of the freight and passenger traffic between new Pogue-ama and Klamath Falls in later years, 1903 to 1908.

The site of this dam and bridges is now covered by the waters backed up by the John C. Boyle, Copco dam. Whether any other work was ever done along the Klamath River to the state line is doubtful.

As a result of a Siskiyou County Supervisor ordinance, mentioned in the December 19, 1888, Journal, the Klamath River saw use as a log driving medium, until Klamathon burned the night of October 13-14, 1902, and probably “sacking” or salvaging operations the remainder of the year.

Next, we learn from the Union of August 1, 1889, in recording another article from the Record, that Klamath City may have also been known as “Manistee” for a short time. This one mention, so applied, of Manistee, the home town in Michigan, of many of the company employees, is all that has been found to date.

When construction work was resumed, is not definitely known, but we have the following from the Linkville Star, reprinted by the Union of August 6th: "The boom of Klamath City is fairly opened. Thirty three carloads of machinery, all marked in big advertising letters 'Klamath City Lumber and Driving Co.' have just rolled into that interesting locality from the east, together with a 250 horsepower engine and eleven great boilers. Next will be heard the call for laborers, and the echoes of saws, hammers, axes and mule drivers will drown the roar of the Klamath. The market thus opening for our stock and our farm products will soon be calling for its supply."

By October 17th, Union, it was announced that an auction of Klamath City town lots would be held the next week. However, the weather was unfavorable, so the sale was postponed a few days, Union, October 31st.

On January 8, 1890, an article from the Tidings was reprinted by the Journal, which read: "M. B. Rankin, of the Klamath Lumber and Milling Company, came out from Portland to Klamath City last Tuesday. Mr. Rankin said to the Tidings reporter that the work of setting up the machinery and furnishing the mammoth new sawmill is pretty well along, and operations will probably be suspended till spring opens, as it is impossible to do any outside work now to the best advantage. The announcement is made that the deferred payments for work done on the mill will be made next Monday. The workmen have felt easy about the security of their wages due, knowing that they could file mechanic's liens on the mill if necessary."

Around the first part of February, the Klamath River went on a rampage, with disastrous results for the Klamath River Improvement Company enterprises.

On February 12th, Journal, it was reported: "... At Klamath City, the dam and bridge, supposed to be invincible, was soon wrecked, by the great body of water pouring over it and around each end, threatening the complete destruction of the extensive new mills. To save the mills, efforts were made to blow up the dam without very good success, although the water has washed it out completely, with the exception of a small portion in the center. The blacksmith shop, a portion of the logway next to the dam and other
buildings were swept away, inflicting a heavy loss on the Klamath River Improvement and Lumber Company.

By April 30th, Journal, a reprint of a Tidings article "says Mr. A. J. Bowman, the Supt. of the mill, at Klamath City, has just returned from Portland, where he has been to confer with some of the company. He is authorized to go ahead and complete the mill. Of course he will not employ many men, as a small force will finish the work before the water will be low enough to rebuild the dam. Mr. Pendergast is in the woods with a force of men getting out timbers for the dam, which are being hauled down as fast as possible."

On July 30, Journal, it was reported: "The County Supervisors created a new school district at this place (Klamath City —Ed.) on May 10th. Mr. J. E. McLaughlin, W. H. Laird and B. M. Gill were elected trustees, and $500 is apportioned for this district. No teacher has been employed yet and those who desire to apply should do so at once."

During the summer, considerable dissatisfaction arose over the unwillingness of one C. W. Fowler, company employee, who ran a ferry of sorts, for the reconstruction work on the dam, but at times discouraged the use of the scow for private use. This traffic was forced to ford the river with their stock and wagons. It was also claimed Fowler's rates were far too high, for those he did ferry across.

Little or no new construction work of importance seems to have occurred at Klamath City during the remainder of 1890 and most of 1891. At least newspaper comment was extremely scarce.

However, Siskiyou County seems to have completed a new bridge across the Klamath River by October 15, 1890, Journal.

And, by December 3rd, Journal, work started on a new break water to protect the existing mill property. Capt. T. J. La Flesh, a former Michigan man, was the superintendent of the work.

There next appeared on the scene, individuals who continued to dominate later day Pokegama-Klamathon logging activities for many years. It was announced by the San Francisco Examiner and reprinted in the Journal of November 11, 1891 that, "The largest sale of railroad timber land on the coast this year has just been concluded by the Southern Pacific Railroad Company. The land in question is situated near what is known as Jenny Creek, a stream flowing into the Klamath River. Pardee, Cook & Co., one of the largest timber firms of Michigan, are the purchasers, and they paid $90,000 for it. In addition to this purchase, the Michigan company has about an equal portion of government timber land interspersed in sections between the tracts just acquired from the railroad company."

The Journal then added: "The firm above named may probably be the present owners of the extensive mill at Klamath City, as that mill was built by Michigan and Oregon capital some three years ago and a town site laid out for an extensive business. Some trouble in the company caused a suspension of the work after the extensive mill was almost ready to set in motion."

Later, on November 25th, Journal, it was reported: "Parties connected with the Michigan company which lately purchased the Klamath City mill and property, are now taking an inventory of the same, and all the privileges. They started up the river on Monday, accompanied by J. E. McLaughlin, the President of the former company, to get acquainted with the surveyed lines of the various timber sections along the Klamath River in this county and in Southern Oregon, and to obtain all other information required in reference to carrying on the lumbering business in the most extensive manner."

It was further reported on December 9th, Journal, that "the new foreman of the Klamath City Mills, on Monday last, told that Pardee, Cook & Co., have bought the entire outfit of the old company, and that thirty men from Michigan will arrive today to
commence work in fixing up the mill and dam. Steele, McLaughlin and all the former stockholders have retired."

By December 16th, Journal, it was announced that "a large force of mill men having already begun work at that place in fixing up the mill and rebuilding the dam..."

On December 23rd, Journal, it was further reported that "J. E. McLaughlin, who was in town yesterday, and intends remaining permanently at Klamath City, said that... A great number of saw logs cut by the old company nearly three years ago, are ready to be floated down as soon as supplies can be hauled to the camps for the men employed, which is a great difficulty at present in consequence of the bad condition of the wagon roads... Some 30 men and 10 teams are now working on the new dam at Klamath City."

The above would seem to indicate that the first logs were cut in 1888, at about the same time that activities began at Klamath City. It would also seem to indicate that no logs had been floated at that time, nor up to the present, December 23, 1891. These logs were evidently cut near the old Kirwin ranch below the foot of Topsy Grade, and possibly on both sides of the river.

The same paper also reprinted an article from the Tidings: "A carload of people from Chicago arrived at Klamath City last Thursday. There were seventeen men, who had come out to work for Pardoe, Cook & Co., and women and children enough to fill the car to its capacity—forty or fifty all told.

"On last Monday there were about forty men at work for the company at Klamath City. Besides the main dam, which is to replace the one washed out by the floods of 1889-90...

"Mr. Cook is expected from Portland today or tomorrow with a score of men from his eastern mills, who will at once commence the work of overhauling and repairing the dams, piers and machinery, constructing booms and putting the property in shape...

"Regarding the transportation of logs from forest to mill, Mr. Fradenburg says that they will be railroaded to the Klamath and floated to the mill. Work will begin at the mill this week and in the woods next week. All the logs will be peeled and butt cuts will be 'dutch-manned' to prevent their sinking."

Looking ahead to information yet to be given, it would seem that a plan had been worked out, which was to be followed in the not too distant future. A logging railroad was to be built, from the rim to the timber, a log chute from the rim to the river and to facilitate the latter, the logs were to be peeled. These events were yet to be, but actually came to pass.

The Journal of January 13, 1892 reported: "A large force is now busily employed in building a new dam at Klamath City in place of the old one washed out two years ago, the Supervisors having extended the time on account of damages sustained, for completion of the work. By the end of this month... the dam will be thoroughly rebuilt in better manner than before. The company having petitioned the Board of Supervisors for a wagon road up the Klamath River on the north side between Klamath City and the crossing at Schnackenburg's bridge, viewers were appointed to survey such road to connect with the Ager and Linkville road at the latter point."

February 3rd, Journal: "As yet, no lots can be sold, until Mr. Cook returns from the east, but a great many have been spoken for, to be transferred when Mr. Cook arrives... A post office will soon be established... We are still calling it Klamath City, but that name will not be allowed by the government for a post office, as there is a Klamath in Humboldt county and one in Oregon."

February 10th Journal: "The company is yet undecided as to where they will get logs. The question waits for consultation with John R. Cook, the manager, who is
absent at present.

"The company will in the future be known as the Klamath River Lumber Company, and not the Klamath River Lumber and Improvement Company, as previously named.

"'May Rose' has been selected as a name for the town, or post office, of Klamath City."

This seems, however, not to have been the correct information. Actually, on February 8th, a post office was established under the name of "Pokegama," and ran until June 4, 1897 when the name was changed to "Klamathon." The latter post office was in existence until March, 1918 when it was closed to Hornbrook, and placed on a mail route from that place. (California Post Offices.)

Thought to be the Kerwin log chute, near Topsy Grade, under construction in the 1889-1891 period. Logs were pulled down the chute by horses, due to levelness of chute.
Pokegama
the Town...

The first use of the name "Pokegama" found to date, as applied to the town was given in the April 20, 1892, Journal: "Pokegama... where a large population is already gathering, some 26 families having lately arrived there from the east, together with others from various parts of Siskiyou County and the entire coast."

A news item of interest followed in the Journal of May 4th: "J. E. McLaughlin, who is getting out logs at the Oregon boundary line, for the Klamath City or Pokegama sawmill, in this county, says he can buy fine horses very cheap in Oregon, securing the stoutest young 1,200 and 1,500 lb. horses for $100 or less."

An item from the Journal of June 1st, gives us an idea of the price, at which most of this timber had originally been acquired: "The sale of timber land by Siskiyou men to Pardee, Cook & Co., of Pokegama, consisted of nearly 3,000 acres belonging to H. B. Gillis, over 2,000 to J. E. Harmon, and about 1,100 to David Horn. This land was Oregon State land donated by General Government, and offered in the market at $1.25 an acre, the same as State school land. The parties selling, procured it about three years ago, and being all in one body."

Fulfillment of company plans seemed about to be realized by July 1st, when it was reported, Journal: "It is expected the big sawmill at Pokegama will soon be started up in cutting lumber, as the booms are now being fixed all along the Klamath River, to protect bridges and private property, in floating logs down the swift stream."

Then on July 20th, the Journal reported: "The loggers up the Klamath, are now dumping logs into the river at a rapid rate, and the mill will soon be ready for commencing work... Over 110 men are now employed all along the river in getting the logs down, and a number of experienced rafters follow them in bateaux or flat bottom boats to prevent a jam by keeping the logs moving. An immense chute of about a mile long has been made on the mountain side between Truitt's and Edson's, down which the logs are shot into the river."

There was a donkey engine located at the top of the old log chute. Here again, we find a difference of opinion, this time, as to the make and general construction of the engine. It is claimed by one group that it was a Dolbeer, stationary, spool donkey engine. Following this belief, a model, full size, has been reconstructed, by a general deal of effort, at Collier State Park, north of Klamath Falls.

Recently, 1961, a new book, "Railroads in the Woods," by John T. Labbe and Vernon Goe, states: "Willamette (Iron and Steel Company, of Portland—Ed.) built at least one other (Walking—Ed.) Dudley. (Two others had previously been built for a Coos Bay logging firm—Ed.) This operation made use of a spectacular log chute into the Klamath River, and the Walking Dudley (a modification of the old Gripwheel—Ed.) was used to nudge reluctant logs on their way down the chute." (In this instance, according to available information, the gripwheel was probably removed and a drum substituted—Ed.).

Continuing the report of the July 20th Journal: "At present large cars with wheels 10 feet high, and 6 inch tires, are used in hauling logs about a quarter of a mile to the chute, each haul of two 12 or 16 feet logs, requiring about 13 1/2 minutes in loading, hauling and dumping into the stream. As soon as the timber is cut away at the edge of the mountain plateau nearest the river, a railroad will be built back from 4 to 10 miles for speedy hauling to the river bank. The company will buy all the logs they can get in addition to the several contracts, and are now building a fine wagon road up the north side of the river from Pokegama to the junction with the Shovel Creek and Linkville road.
at the Schnackenburg crossing near Bogus. . . . As soon as the mill is started, there will be several more men employed . . . "

Next published in the Journal of July 27th, were three lines in a news item from Pokegama, which stated that "the big mill started today." This item seems to be in error, as proven by the various articles that follow. In fact, the mill probably first began to cut steadily about March 10, 1893. It is possible, that a trial run of a few logs, had been made by as early as the July date given above.

August 10th, Journal: "The mill is almost in readiness. An immense engine, pump and plenty of hose has been added, in case of fire. Bob Wickham, a thorough man at his business, has put up an electric plant, and has lamps everywhere throughout the mill, for use nights or cloudy weather. It will be a case of protection to fingers and hands. The obliging manager is E. C. Foster."

August 24th, Journal: "J. E. McLaughlin . . . says he is making no effort to get logs down to the mill at Pokegama, and will not attempt to do so until there is more water in the river, the stream being about six inches lower than ever before known . . . The Mill company's men, however, are trying to float logs, by doing a great amount of blasting, which, however, will be a benefit, as the best time to blast out rocks at rapids is when the stream is at its lowest stage." (Note that it does not state that any logs actually arrived, whereby the mill might have run a small cutting, although some of the smaller logs might have completed their journey—Ed.).
August 31st, Journal, reprinted from the Klamath Falls Express: "George Chase said, three weeks ago about 300,000 feet of logs at Calkings' and 400,000 feet at Lennox's were started down stream by the opening of the dam at my place. (This is the only mention found to date, of the use of the 1889 dam near the McCollum mill site—Ed.). The drivers encountered considerable difficulty in getting the timber along but they succeeded in getting through Ward's Canyon when the miners interfered and stopped further work. There will undoubtedly be a legal fight between the miners and the loggers as the former claim that the lowering of the water by the damming of the river injures their business.

"The lumbering concern has fully a million feet in the river between Frain's and Lennox's, and are cutting right along. I feel confident that the fall and spring freshets will float the logs down without much trouble and then the miners, who cannot work during high water, will have no occasion to prevent logging operations."

October 5th, Journal, reprinted from the Tidings: "Pardee, Cook & Co., have just completed a $4,000 road from Pokegama to a distance of 14 miles up the Klamath. It is a splendid wagon road and Siskiyou County paid $2,500 toward it. The chute at Truitt's will be completed in two weeks (about October 19, 1893—Ed.). It will be 2,000 feet long. This chute obviates the necessity of a railroad to get the logs to the mill at Pokegama. Seventy-five
men are delivering and banking up logs at the upper end of the chute, to be ready to run down the Klamath River when the water raises in the winter and spring. The surveyors having completed a survey, are locating the route of a railroad from the upper end of the chute, for a distance of four and a half miles, and the work of grading is now under way. It is an easy grade and will bring the company into their fine belt of sugar pine timber. Their main logging camp and headquarters for logging operations the coming year will be located there, which is in section 4, township 48, range 5 east (The future Snow—Ed.). There is a fine spring of water located there. The company expects to be able to float logs down the Klamath five months in the year, which is more than they could do in Michigan.”

October 19th, Journal, reprinted from the Star: “Mart Frain, of Klamath Hot Springs, arrived yesterday. He says the Pokegama Lumber Company will start logs thundering through the big chute in a few days, and that the iron to be used in construction of the railroad from the upper end of the chute along the plateau to the big belt of sugar pine timber, is expected every day. The company expects to have the track laid before bad weather sets in.”

In another item, same date, the Star further stated, “The railroad iron is now being hauled for the Pokegama company’s short railroad, which will extend from the chute on top of the mountain to fine sugar pine timber a distance of about four miles. There is also great talk now about the wagon road to be built soon, extending from Parker’s, on the Ashland road, to the logging camp 3½ miles north of Truitt’s.”

(This would be the completion of the old
Killibrew or Ward Ferry road, between Yreka and Linkville described in former pages—Ed.

December 21st, Journal: "The railroad on the Klamath River above Bogus, from the river back into the timber belt . . . has been completed, and logs are now being hauled to the river bank for dumping in the stream . . . A large number of logs would have been floated down immediately after the late heavy storms which raised the river about two feet, but for the cold weather following, which froze them together to prevent moving."

January 11, 1893, Journal: "Efforts have been made lately to start logs down the Klamath River to the big sawmill at Pokegama, but have not been very successful so far. Preparations were made to inaugurate a large drive, so that numerous logs would block the stream towards raising it for floating the great mass, and logs have been hauled on the new log railroad from Cook’s camp to the big chute, to start another lot. The stream was raised considerably by the late storms, but the cold weather before and after has kept the logs frozen together to prevent successful moving. Many think the floating of logs will never be successful, and that a railroad will eventually be built from the headwaters of the Klamath in Oregon to C. & O. R. R. Crossing of the Klamath at Pokegama."

February 1st, Journal, reprinted from the Express: "Three cars (called by some, Russell cars—Ed.) are now running to the chute and 300 logs per day are shot into the river. Mr. Marsh has a force of twenty men driving McLaughlin’s 1,700,000 feet of logs down the Klamath from the foot of the big grade (Topsy—Ed.). He has moved them a distance of four miles by doing some blasting, and it now looks as though Cook’s log-driving venture on the Klamath will be a perfect success."

"Mr. Marsh, the foreman of the log-driving crew at Kerwin’s, wants to hire a number of experienced men to engage in the drive. Wages range from $2.50 to $4.50 per day."

Another item from the Star further stated: "Thousands of feet of logs are below the Ward Canyon and the big mill at Klamath City will be sawing in full blast before the 1st of March."

February 9th, Journal, reprinted from the Star: "W. H. Beatley states that no logs are being cut now by the Pokegama company, there being about two million feet in the river already. The logs are sailing down beautifully and the Pokegama mill will start on Feb. 10th. The whole crew consists of Norwegians and Swedes from Michigan—lumbermen of first rate ability. When the mill starts the foreigners will act as millmen, while local help will be secured for the logging camps. The peeled logs run down the half mile chute in ten seconds, making a tremendous dash into the Klamath. The logging camp looks quite citified in the timber, with its ten dwellings, two stores, a blacksmith shop and sidewalks 400 feet long. Carloads of logs run swiftly to the river, the empty cars being drawn back by horses. Cook,
one of the company, has gone east to buy an engine.

The above logging camp, heretofore called "Cook's Camp," eventually became known as "Snow." Exactly when is unknown. However, a post office of "Snow," was opened June 22, 1894 with Adelbert B. Smith as postmaster. "Snow" may have been named for, or was located on, or near the homestead or timber claim of William Snow, who resided in the neighborhood at the time, although at least three old timers say it was named for or on account of the deep snows there in the winter.

The following bit of information is related, possibly having some bearing on the origination of the name "Snow," and comes from the Siskiyou News of June 27, 1896: "Wm. Snow of Snow, Oregon came down from camp last Sunday. How are you, Bill? When asked if he walked down, replied, 'No, I came a foot.'"

Probably the most tragic logging accident to occur during the entire history of the Pokegama operations, was reported by the Journal of March 1st, reprinting an article from the Express: "We learn that the drowning of three men in the Klamath River on Feb. 19th, occurred about 3 o'clock in the afternoon on what is known as Hessig's Bar, a mile northeast of Shovel Creek. The dam at Chase's had been closed down the night previous, and while the water was low, blasting operations had been carried on to break the jam. When

Remains of the log trestle at Snow, over which Old Blue transported logs to the chute from 1892 to 1902. Note the 18" diameter tree growing in the center of the railroad bed.

—Helen Helfrich photo

21.
the flood came on the crew jumped in with peevies and rolled the logs into the current. Directly below the jam, a whirl-pool had formed in the deep water, and George Marsh, the foreman, saw that his crew of twenty-four men were in danger of losing their lives, if the logs should begin to move. Mr. Marsh, for many years, has had experience in log-driving operations, and seeing the danger, called the men to come back to the shore. They all obeyed, with the exception of four men—Dan Shea, Leslie Shrieves, a man named Donnelly and Andy Davidson, all of whom were courageous log-drivers. When the jam started the three former jumped into the water. The angry waters closed over Shea and Shrieves, and they were never seen again. Donnelly was carried to the whirl-pool and rose to the surface. He gave a cry of "Help! Help!" A spectator standing on a log near by might have saved him by extending a helping hand, but paralyzed with fear, did nothing. Even Marsh's cry of "for God's sake, give him a pole, a limb, anything!" failed to arouse the man from his stupor, and Donnelly was finally whirled from his reach.

"Davidson in the meantime, had clung to his log, and passed through the whirl-pool in safety. From the meagre reports that reach here it is learned that a son of Mr. Hessig, who was present at the drowning, extended his had to one of the men, but owing to lack of strength was unable to save him.

"Mr. Marsh immediately sent word to have the gates of the dam closed down, and began a systematic search for the bodies of the three victims, but up to the present writing they have not been found.

"The drowned men are from Truckee, and have only been at work on Klamath a short time. Dan Shea is a well-known logger, and is well known to lumbermen all over the coast. He was popular among his associates, and his untimely end is deeply regretted by all who knew him.

"Marsh, the foreman of the crew, has been engaged in log-driving operations for many years. He has operated on many dangerous rivers, and by exercising great care has heretofore avoided fatal accidents. He is overwhelmed at the recent occurrence, and has engaged four of his crew to search for the corpses.

"A brother of Shrieves has arrived and will assist in the search for the remains of his brother and his drowned companions."

Two of the bodies were recovered in August of that same year, that of Shea on the 14th or 15th, near Otto's Bridge in the Bogus area, and Shrieves on the 25th below the log chute. Both were buried together near what is now Copco Lake.

March 15th, Journal: "The Pokegama sawmill commenced sawing last week, and is furnishing an excellent quality of lumber. Plenty of logs in the boom, with millions coming. Logs are drifting unaided to the mill faster than they can saw them."

May 3rd, Journal, reprinted from the Express: "To-day there are five million feet of logs lying in the river which are being sawed up at the rate of from 50,000 and 60,000 feet per day."

May 17th, Journal: "They are extending a railroad from the river back to the logs and now have an engine which they will take up for duty soon."

The engine used on the logging railroad at the top of the rim, was variously known as "Blue," "Little Blue," or "Old Blue." Presumably, the name was derived from the color of the cab. It was supposed to have been shipped in on the Southern Pacific Railroad from Santa Monica, California, where it had drawn excursion trains from Santa Monica to the Pacific Ocean. It was hauled up the north side wagon road from Pokegama to the vicinity of Cook's Camp or Old Snow by horse team. Oxen positively were not used. From the river it was taken up the narrow Spannus grade, which was rough, steep and had several very sharp turns, especially one near the top. The number of horses used to pull the wagon hauling "Old Blue" seems to vary from two to six, depending upon the locality and the time viewed. Prentice Puck-
Old Blue at Snow. Note the chip under the middle wheel, to assist in holding the little engine on the steep grade at Snow. Bud Inman, engineer.

ett says two horses with block and tackle were used on the grade, that "Old Blue" was not too heavy, and was hauled on one wagon and there was plenty of time. In 1901 Mr. Puckett and his father traveled the old grade, and saw a piece of the cable, which his father said was used when they pulled the little engine up the hill. Marks of the cable still showed on the trees.

Herman Spannus, now of Yreka, remembers, as a boy of 8 years, seeing "Old Blue" hauled up the grade. He remembers seeing six horses in use.

Wren Frain once said his team was used to make the final sharp turn, near the top of the grade. One member of this span was a wonderful pulling little mare, who almost alone, snaked "Old Blue" around that final sharp turn.

It may be well to get another point straight at this time. "Old Blue" ran on Standard Gauge track, not Narrow Gauge as so many of the present era claim. This fact can be easily proven, by measuring the rail marks on thousands of hand hewn cedar ties which are still in existence.

June 28th Journal: "A railroad track extends back from the river for a distance of about four miles into the midst of the forest. The trees are cut on each side of the track for some distance, and the logs conveyed to the track with the latest improved log wagons, and then rolled on the cars by horse power. . . . from 70,000 to 80,000 feet of logs are dumped into the Klamath river every day, the engine making five and six trips daily over the road."

23.
High wheels with stinger tongue, thought to be at Snow, Horn's Camp or Old Pokegama.

August 9th, Journal: "The Pokegama sawmill was shut down last week, the superintendent being afraid to run the band saws longer for fear of accident, as they are nearly worn out. New saws were ordered from France six months ago, and heard of on arrival at New York, but seem to have since been lost somewhere between the Atlantic seaboard and this coast. A special search is now in progress to find where they have been sidetracked, destroyed or stored. The band saws in use have been hammered so often in addition to being worn that they have no strength to stand the heavy work with security."

August 30th, Journal: "Extensive piles of lumber line the railroad tracks at Pokegama, comprising over five million feet, sawed out this season, which will soon be shipped with profit, as more favorable terms have lately been secured from the railroad company. Mr. Cook, who went East to dispose of property there, and return with funds, is soon expected, having made the sale on installments, but experiences delay in payments, owing to the stringency in financial circles not anticipated when the sale was effected. The mill still remains idle on account of non-arrival of the lost band saws ordered, the old saws not being safe to use any longer. The work of putting more logs in the river will be suspended, and the woodsmen set to work cutting sugar pine for use next season, besides making preparations at Pokegama and along the river for continuing operations during the winter months."

October 18th, Journal, reprinted from the Tidings: "The mill ponds of the Klamath River Lumber Co. are rapidly filling with the advance drive of 5,000,000 feet of logs. The present drive will soon be down. Mr. Marsh with about 25 men will complete the work in a week or ten days. The planing mill is running full handed, there being about fifteen men employed in and about the mill.

"A deputy of the Fish Commission is here making extensive changes and improvements in the fishway or ladder. The original way is being extended down the
The new rails for extension Richardson wrote: Shovel Creek, the first drive reaching steadily 9,000,000 force of men, and the shipmentS from the compelled to and Townley, and Improvement Co. ran of the lumber railroad further back from the Klamath River are expected to be put up at Pokegama, by the firm of

The new year of 1894 was barely under way when the Klamath River Lumber and Improvement Co. ran into additional trouble. The Union of February 15th, wrote: "Logging operations still continue in the woods, but the river drivers were compelled to quit on Wednesday of last week, owing to the fact that Messrs. Stiles and Townley, the hotel men, refused to board the crew any longer. Cook & Co. owe Mr. Stiles of the Klamath Hot Springs, about $2500, and patience has ceased to be a virtue with him. The firm is also heavily indebted to Townley. The laborers who came from Michigan with Cook, when the latter first began his operations, are very much devoted to the silver-haired old gentleman who is now so sorely pressed for cash. ... The workmen will receive about one-half of what is coming to them, within fifteen days from date of agreement, and the balance in ninety days. Also, in accordance with this agreement, a box factory is to be added to the plant."

Next, on May 3rd, the Union reported that the new box factory, which will give employment to about forty men, and will be ready to start in about ten days. It is owned by people who supply a large portion of the demand for fruit boxes in California, and will be run steadily throughout the year." H. P. Martin of Sacramento, was the manager of the company of Martin and Stevens, owners of the plant known as the Pioneer Box Factory. It was also reported that the sawmill would start about May 15th. Up at camp there were plenty of logs cut near the railroad, ready to be transported to the log chute as soon as the mud dried. The logs were expected to run from the chute to the mill without driving due to plenty of water in the river.

By August 23rd, however, events as reported by the Union seem not to have turned out as rosy as previously prophesied. It seems that "logs from up the Klamath River were expected at Pokegama today so that the mill could be started by the first of next week. These logs are the strays from old drives, but it is expected that the track of the log railway in the timber will be extended soon so that a new lot of logs may be started down the river from the chute."

October 24th, Journal: "The large barn belonging to the Klamath River Lumber Co., Pokegama, containing about 40 acres of hay and a car load of barley, was destroyed by fire last Sunday evening about 6 o'clock. The loss was about $2,000. The fire broke out in the loft and was coming

25.
through the roof when it was discovered. Origin unknown.

January 23, 1895, Journal: “The big sawmill at Pokegama is still running, and cutting into lumber its large supply of logs on hand, and the box factory will be in operation again very shortly. The box factory makes good times for the town in using up the lumber and employing a large number of hands with pay day at the end of each month. Working the lumber into boxes and wooden-ware on the ground pays better than shipping lumber in boards and planks.”

February 20th, Journal: “Pokegama will soon work out of its trouble caused by the dull times and demoralized condition of the country during the past two years, to become one of the most flourishing business points in Siskiyou.”

April 17, Journal: “Pokegama sawmill is still busily employed in sawing up great quantities of lumber, having kept running all winter, and will soon be supplied with another large drive of logs started down the river from the logging camps near Shovel Creek. The box factory was started up last Thursday, to be kept steadily in operation all summer, with an abundance of lumber from the large mill, now well seasoned for that purpose.”

May 8th, Journal: “J. R. Eaton has established an express and stage line between Pokegama and Hot Springs, via Jennie and Fall Creeks. Stage will leave Pokegama every Monday and Friday on arrival of train from the south, returning on Tuesday and Saturday at 11:30 a.m., in time for both trains.”

May 29th, Journal: “George Cook and wife of Snow, Klamath Co., Or. and formerly of Shovel Cr., Klamath River, were in Yreka on Sunday, and returned home next day.”

1895 seems to have been a banner year for the Klamath River Lumber and Im-

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of Humbug Creek, where the rafts sometimes strike dangerous rocks to be broken to pieces, causing the men to swim ashore or save themselves the best way possible. The raft crew watch carefully to keep clear of blind rocks covered by water on the swift journey, not only to save the lumber from being scattered, but also for their own safety, as it is difficult for the most expert swimmer to reach the shore at any section of the turbulent stream. Residents along the river watch these rafts with intense interest, as they fly along the surface of the water, especially through the rapids or winding around crooked turns, fearing disastrous results. By this method a great quantity of lumber is supplied to miners for building water wheels and wing and head dams at points where there are no wagon roads for hauling by team, or such poor roads as to make hauling very slow and tedious. The men who manage the rafts are experienced river loggers and know all the crooks, turns, eddies, rocks, bars, and rapids, hence keep their floats in proper position to shoot through the dangerous places with safety, showing great skill also in landing at points where the cargoes are desired."

The year 1896 is of vital interest to this history because of a number of points it clears up: the extension of the logging railroad, and the establishment of two logging camps, whose names have been handed down through the years, but whose sites have all but been forgotten and lost.

First, on February 28th, the Journal wrote: "The big mill here will probably be shut down next week, as the company will have no more logs in the boom by that time, and will not resume operations again until May or June. They are extending the railroad further back into the timber up at camp, and owing to the fact that there is considerable trestle work to be constructed on this road, it will take two or three months before the road is completed."

This extension referred to, is without a doubt that made from some point north
of Snow, to and across Long Prairie Creek to Horn's logging camp, which must have come into existence in late 1895 or early 1896. Horn's Camp was northwest of Long Prairie Creek, at the base of Grizzly Mountain, about one-half mile north of the Long Prairie Creek trestle.

There were three trestles built on the old logging railroad north of Snow, one rather high, across Long Prairie Creek, is still standing, but very badly deteriorated. Another, across a dry draw, a short distance southeast of the Long Prairie Creek trestle, was burned a number of years ago. A third was across a low swampy patch of ground approximately one mile north of the high trestle, or about half way between Horn's Camp and what later became Old Pokegama.

In addition to the above three, there were three other trestles built. One was across the opening at Snow, portions of which are still in existence, another across Edge Creek in California, burned; and a third about one-fourth of a mile from the head of the chute, also burned.

The Journal of March 17th, further reported: "The big sawmill here has been shut down, and will probably remain so until about June, when the company will have completed the railroad up at the camp. Dave Horn, the company's log contractor, has a large force of men cutting logs now, and when the railroad is completed to where the force is at work in the timber, Mr. Horn will have from eight to ten million feet of logs ready for the drive."

That Horn's Camp was but recently established, is proven by two newspaper articles, one from the Journal of May 23rd, and the other from the Siskiyou News of
June 6th, both speaking of the "new lumber camp."

Meanwhile the older logging camp of Snow was still in use, being the junction of at least two branch line tracks into the timber. It was there that an event of another nature is reported by the News of July 18th: "The accident which caused the death of J. Richman last week was followed in less than 24 hours by another fatality, which cast a deeper gloom over Pokegama and the logging camp. I refer to the deplorable death of Henry A. Clark, who had been employed as brakeman on the Klamath River Lumber Company's railroad for the past three years. The accident which caused his death occurred on the grade a little above the cook house last Thursday. Engineer Caswell discovered a number of hogs on the track and signaled for brakes. Brakeman Clark sprang to his post and was discharging his duties when the engine passed over a hog and jumped the track. The two logging cars immediately following jammed together, catching the unfortunate brakeman between the logs and life was instantly crushed out of him..."

The Journal of June 23rd, gives us a detailed description of Pokegama, but only part will be given here: "Stopping at Pokegama, we found quite a large town, of probably 500 inhabitants, and upwards of 100 buildings, including stores, sawmills, box factory, saloons, churches, new school house, hotels, livery stables, offices, residences, etc. The town extends mostly along the Klamath River, about a mile in length, with good wooden sidewalks and a broad street fronting the railroad track, and is well supplied with a good system of water works and other improvements.

"The sawmill plant is housed in a substantially framed two-story building, about 170 feet in length, and from 50 to 60 feet in width. The building is sheathed and roofed with corrugated iron. Within the building is located machinery for the manufacture of rough and surfaced lumber, shingles, lath, etc. The Klamath River is dammed a short distance above the mill, and the drive-way from the mill terminates in the pond. The log runs into the mill on an endless chain, and is kicked onto the carriage by what is known as a 'nigger.' The band saw has a capacity of 50,000 feet of 1-inch lumber per 10-hour day. The saw carriage is moved by a pair of engines, situated below the floor.

"The 500-horse-power engine now in
use being worked to but 25 per cent of its capacity. Located near the trimmers are the lath and shingle saws.

"The lumber goes to the stackers from the mill on hand trucks holding 1,000 feet each, some 20 of these trucks being used.

"North of the mill is the extensive yard, containing nearly 2,000,000 feet of lumber piled up. Connected with and below the yard is a box factory and fine cut mill, well equipped with planers, small band saws, shapers and other machinery for small work. The box factory is now engaged in making fruit boxes, and consumes about 25,000 feet of lumber per day. This factory is run by an independent compound 34 horse power engine.

"Adequate protection from fire is guaranteed by an extensive pumping plant located in the large mill, the pumps throwing 500 gallons per minute."

By January 23, 1897, Journal, the Cooks, father and two sons, were reported as endeavoring to sell an interest in the Pokegama sawmill plant and timber claims: "The present owners claim, the property cost them half a million, and agree to sell a half interest to Los Angeles parties for $200,000."

However, on February 24th, the Klamath River Lumber and Improvement Company (The John R. Cook enterprise—Ed.), entered into an agreement with Hervey Lindley, of Los Angeles, to lease to him, its entire lumber plant. Lindley was to enter into immediate possession of the property, "and to operate said plant as a lumber business to its fullest capacity in keeping with the best interests of the parties thereto," according to the Union of March 15th, 1898.

On April 7th, the Klamath River Lumber and Improvement Company leased the
property to Lindley. The lease was for two years, with the privilege of extension to March, 1904. It was this "privilege of extension" clause that was to cause so much trouble in the future, according to the Klamath Republican of August 11, 1899. The lease further provided that should Lindley "fail to perform any of the covenants on his part to be done and performed, then, in that case, the party of the first part may at once re-enter upon any part of the premises, in the name of the whole, and may forthwith determine the tenancy hereby created, without prejudice to its other remedies."

On April 28th, the Journal reported that logging contracts "have been let, Supervisor David Horn securing the principal one, who is subletting."

Then on May 14th, the Journal reported: "Logs have begun to arrive at the Pokegama mill, which will soon be running under the new management. The trestles that were partially burned at the logging camp a short time ago, having evidently been fired by some malicious person, have been repaired, and work of getting out the logs is progressing. The new men in charge of the mill are enterprising and a large amount of work will no doubt be accomplished this season."

As Told to Me . . .
by Charles Snowgoose
Aug. 3, 1948

The bridge and dam at McCollum's mill was built in 1891. Prior to that time, the river had to be forded at the old emigrant ford above the site of the present highway bridge. One of the main purposes of the structure was to dam the river, to store water in the above flat, to sufficient quantity, to float logs that had been dumped into the river further down. These logs were the property of the old Pokegama Lumbering Company, and had to be floated down stream to their mill at Klamathon. This lasted but a short time, when there was raised a strong complaint from the gold miners at Gold Bar. They objected to the sudden flood heads that would descend upon them without warning. They secured an injunction against the company, and succeeded in stopping the storing of water at the McCollum site. At various times after this, fishermen wishing to make better fishing conditions would close off the water for their own purposes and later release it, with the same result on the gold miners below, as before. These men again complained, and the company was asked why they were storing water again. The company replied that they were not, and knew nothing about it. The real cause was learned, and the splash boards or gates of the dam were torn out and that was the end of water storage at that point.

Klamathon . . .

As previously written, the name of the Pokegama post office was changed to Klamathon on June 4, 1897. Thus, the name of this town on the Klamath, was changed for the last time.

Newspaperwise, the first mention found of the new name, was that reported in the Journal of July 27, 1897: "...a musical will be given at Klamathon ..." It may be that the change in management of the sawmill plant had something to do with the change in the town's name. Whatever the cause, we do know that in September, 1897, Lindley transferred all his rights in the plant to the "Pokegama Sugar Pine Lumber Company," of which the following men were officers and directors: Geo. Mason, President; Hervey Lindley, Vice-President and General Manager; J. E. Coffin, Secretary; and Dean Mason, Treasurer.

The 1897 season seems to have been a very dry one, with resultant low waters in the Klamath River, and is so reported in several issues of the Journal:

September 28th: "The loggers in the
Store at Klamathon. People unidentified. Hotel and school in right background.

employ of the Pokegama sawmill company, are busily at work getting out saw logs, so as to have a large quantity ready for a big drive as soon as the storms commence to raise the Klamath River sufficiently for floating them down to Klamathon. The river at present is lower than usual at this season, and will continue low until the winter season sets in.

October 1st: "The big mill at Pokegama has not been running lately, owing to the low water in Klamath River, preventing the floating of saw logs. Large crews of loggers are at work however, getting out timber for large drives as soon as winter storms raise the river."

By November 2nd, "Large quantities of logs are being taken out at present at the logging camp at Snow, Oregon. It is expected to start up the mill in January, and then Klamathon will be a lively camp."

November 23rd: "Work at the logging camp at Snow, Oregon, has been suspended for the present, but work will soon be resumed. The mill at Klamathon will not be started up until March.

"Klamathon is very quiet now, as most of the men have been up to the logging camp at Snow. It will continue to be quiet at that town until the mill starts up in the spring, when it will be one of the liveliest places in the county."

December 21st: "Most of the lumber has been shipped away from the big saw-mill yards at Klamathon, and as soon as the Klamath River raises sufficiently, a new supply of logs will be floated down, so that the mill can be started up again. In our opinion it was a mistake in not constructing a railroad for hauling logs to the mill from the timber regions, as the river is uncertain and difficult for floating logs down at best, especially sugar pine, which will not float, unless tied to other timber, or bored for air chambers in the ends.

December 31st: "Some 1200 logs are at the boom, and the river is filled with logs all the way up to Shovel Creek, detained by the river falling while the late cold spell prevailed. During the heavy rains of a couple of weeks ago, the stream was raised nearly two feet, and a large quantity of logs was dumped into the river,
expecting the storm would continue for a longer period. During the storms a few of the logs passed over the dam, hence the starting up of the mill is a necessity..."

The same issue reports on a fire which occurred at Klamath on January 11th, saying it "commenced about 4 a.m. in the Meeker & Davis saloon, extending to the drug store, Nichols' barn, Gillis' saloon, barber shop, Mrs. Durgin's confectionery store and the ice house on the vacant lot west of Walden's saloon."

January 18th: "The Klamath River Lumber Co. will start up their mill at Klamath about the first of the month. There is a large force now at the lumber camp at Snow, getting out logs.

"The Tidings says the standard gauge logging railroad of the Pokegama Lumbering Company, is now ten miles long and reaches to within three miles of the wagon road to Klamath Falls. (This extension of the logging railroad, probably ended at the point that became the logging camp of Pokegama. When it reached there is unknown, but the Snow post office was transferred to Pokegama on November 22, 1898, so probably the camp was established sometime prior to that, by early fall of 1898, at least.—Oreg. Geo. Names, p 562—Ed.)."

"... the loggers employed by the Pokegama mill contractor, David Horn, have been enabled to haul logs to the river on the railroad steadily up to date, although the storms now commencing, may drop considerable snow in that section to stop wheeling."

On or about February 12th, (See Journal of March 15, 1898) the Cook interests "ejected the watchman" of the Pokegama Sugar Pine Lumber Company from the mill and took possession. The trouble is best described by the Journal of February 25th: "The Cooks have been trying to oust Lindley from control of the mill at Klamath, which is run on shares, claiming that it is not worked according to terms. The lease is for two years with a privilege of extension, the extension time being the cause of the main trouble, as the Cooks have a chance to dispose of the property to Eastern parties of wealth and want to sell. Injunction proceedings have been instituted by Lindley, and it is probable that logging operations will be stopped in the timber, until the outcome of the legal proceedings. The Cooks have taken possession and boarded it up, backed by employees, who contend that the mill has not been run more than twenty days the first year of lease, giving the owners no profit, in fact a loss. It is also said the chute where logs are dumped into the river at Shovel Creek is broken, and that logs awaiting shipment cannot be dumped into the river. (It might be pointed out, that it was the lack of logs, due to the low waters of 1897, that probably caused the shut down—Ed.)"

In the Pokegama Sawmill Case (see the copy of the decision in the March 15, 1898, Journal), the plaintiff, the Pokegama Sugar Pine Lumber Company, claimed that they, the plaintiff, were excluded from the plant, "that the defendant, John R. Cook, et al., threaten to continue such exclusion; that defendants threaten to forcibly take possession of said entire lumbering plant; that said acts are without right and wrongful, and if continued, will result in great damage to plaintiff, and states facts tending to show that the same will be irreparable; that defendants are insolvent and unable to respond in damages, and that plaintiffs have expended about $60,000 in preparing for the successful operation of said lumber plant, which will be lost to them, unless they are protected by the interposition of the injunction order of the Court."

The defendant, on the other hand, claimed that the injunction, if continued in force, would result in irreparable damage to the defendants. They further averred "that the capacity of the said lumber plant is over thirteen million feet of merchantable lumber for ten months of twenty-six working days of ten hours per
Old Blue somewhere along the line, possibly near the Oregon-California state line. Note the peeled and snipped logs aboard four “Russell log cars.”

day, or if run day and night, of twenty-six million feet; that during the existence of said lease, said mill has only been run by plaintiff about twenty-three days, and made a cut of one million, one hundred thousand feet; that such failure has been without the consent of defendants, and has damaged them in the sum of $10,000. Defendants deny that they are insolvent, and allege that the Klamath River Lumber and Improvement Company alone is worth $300,000; that the plaintiff is insolvent, and that the stockholders and directors of the Pokegama Sugar Pine Lumber Company with the exception of George Mason, are wholly irresponsible financially; that if said injunction is continued in force, defendants will suffer a loss of $100 per day.

The result was, that Judge J. S. Beard, of the Superior Court of Siskiyou County, on March 12th, dissolved the injunction. (Journal, March 15, 1898.)

On March 25th, the Journal reported, "another injunction has been obtained in the U. S. District Court of San Francisco, and the U. S Marshal served the papers to that effect. Some representatives of the Pokegama Sugar Pine Lumber Co., entered the office and put Wm. E. Cook out, but in the evening a number of the mill hands bundled the others out again. The injunction was procured in behalf of the Pokegama Sugar Pine Lumber Co., on the ground of the property concerned being in two states, California and Oregon, and the incorporations are also in both states. The injunction has to be tried on its merits, the same as in the Superior Court, before any change of possession can be effected."

An additional fact of interest to this history was brought out in the contempt proceedings before Judge Morrow in San Francisco. Journal, April 12th: "The Cooks claimed the railroad was their property, and that they had a bill of sale for it. Attorney Pillsbury, for the plaintiff, contended the Cooks ought to be able to pro-
duce such a bill of sale. Cooks replied that it had been taken or stolen from their office, their office being attached to the lumber plant, of which the lessee had a key. The lessee denied all knowledge of the bill of sale, but by evidence produced from the Notary who acknowledged it, and a memorandum copy in possession of Cook, it was apparent that such bill of sale had been executed.

"Lindley finally took the stand in the Circuit on Friday last, and explained the transaction. He said it was a question of perfecting the title. On account of the danger of attachment at the hands of Cook's creditors, and the consequent tying up of the railroad, Mr. Cook conveyed the railroad to him. He therefore conveyed the property to Wm. E. Cook and John E. Cook. He put the paper away and had not seen it for more than a year, when questioned about it the day previous, hence it was forgotten by him. He telegraphed for the paper and found that it had been signed and acknowledged, but not delivered, claiming that it was not an executed document."

This time "the court directed that the restraining order should remain in force until the final disposition of the dispute."

"The evidence showed that the order of the Court was disobeyed in an objectionable manner. But for certain circumstances, the judge would not inflict heavy penalties, and fined the principals, J. R. Cook, W. E. Cook, Attorney H. B. Gillis, George W. Marsh and George Norris $50 each and costs, which amounted to about $300 and the cost of court in bringing to San Francisco, the balance of the 28 arrested, amounted to $700.00. Attorney Pillsbury said the Cooks were still claiming and holding possession of the logging railroad by armed force, piling logs on the track and chaining the car wheels, which Cook's attorney denied. Cook's attorneys desired the Court to modify the injunction as regards the logging railroad, which is claimed as exclusive property by the Junior Cooks, but his Honor pointed out that these gentlemen had been principals in the whole proceedings between the warring lumber companies and to give them sole possession of the railroad would be to render useless the mill property." (Journal, April 22, 1898).

No further information regarding the activities of the logging camps, the river drives or the operation of the mill has been found for the remainder of the year. However, as stated by the Journal of April 22nd, "A suit to try the case on its merits will no doubt be the next move, unless the parties can come to a settlement without. The contest will be in reference to the violation of terms of lease, which the Cooks claim has been done, hence their determination to have such lease forfeited."

Two suits seem to have been instituted. Lindley's to regain possession of the mill, and Cook's for damages. Whatever the outcome, the News of January 11, 1899 reported: "The box factory is running right along sawing and shipping, bad weather causing no stops."

March 8, News: "The chute, which has been progressing very slowly, owing to the bad weather, will be completed about the first of April. It will be in a much better condition than heretofore, as it will be on a more gradual grade." (With the camps and sawmill closed, this was probably the time chosen to construct the cut about midway of the chute—Ed.).

Then on July 6, 1899, the Republican reported that a disastrous fire had almost destroyed Klamathon. The fire started in the kitchen of Parshall's store and residence, destroying over one-half the business portion of the town. The mill and box factory were not damaged.

Journal, July 7th: "... the following are the principal sufferers: Chas. Cole's office, $350; W. R. Parshall's store, $3,000; Cook's office, $3,000; Mrs. E. B. Brown's house, $600; Chas. Cole's dwelling, $1,000; Mrs. Martin's dwelling, $1,500; Stock & Smith, store occupied by Walden, $2,000; Walden saved most of his goods and lost about $600; J. Lochlin, house pulled down,
Looking down the log chute, through the big cut to the Klamath River far below.

As Told to Me . . .

by Robert O. "Bart" Tompkins

My father was a sawyer at Klamathon. He was sent for from Michigan by Bill Cook, the real owner of the sawmill. Mason, Lindley and Coffin leased it from him. I think they came from San Francisco, at least Lindley was a lawyer there. A man by the name of La Flesh or La Fleche was one of the original owners, who started Klamathon and later went broke, after which Bill Cook and others from Michigan took over the mill. I think Mason, Lindley and Coffin took over in about '98.

We came in 1899, when I was fourteen. I was supposed to go to school but they had no high school in Klamathon, and as I didn't want to go away to school, I got a job there. Klamathon was the only band sawmill I ever knew of, where the Sawyer was behind the saw instead of in front of
it or between the deck and the saw. The mill must have cut between 75,000 and 80,000 feet a day. Father came here from the mills along the Muskogan River in Michigan.

They also brought in men from Michigan and Wisconsin to make the log drives from the old chute at Shovel Creek to the mill. I can remember Klamathon was a wild place when the log drivers hit town. The first place they hit for was the saloon. There were five saloons in town. They were a hard, rough bunch, fought at the drop of a hat, not because they were mad at each other, but just to see who was best man. There was a fence behind one of the saloons enclosing a small space and it used to be lined with people watching the loggers fight. One of these was "Bulldog" McCarty, a lumberjack who it was claimed once fought a bulldog in a pit, his face was scarred and one ear partly gone. One time the owner of one of the saloons, Charlie Kepler, refused Bulldog any more liquor, which started an argument, and Kepler hit Bulldog over the head with a billiard cue but it didn't faze him. He got hold of Kepler, in a bear hug and backed him to the wall, grabbed him by the nose with his teeth, threatening to bite it off. However, he didn't bite too hard, but hard enough to scare Kepler into letting him have the drinks he wanted.

Another time McCarty and another man got into a rumpus in a saloon and were going outside to fight in the street, which was covered with sawdust to help keep down the mud. As the other man slammed

—Courtesy Vera Clemmens

Some of the Klamath River log drivers whooping it up at the Truitt Saloon, below Shovel Creek and opposite the log chute. "A Toast to Corporal Ryan." Standing left to right: Mart Frain, unknown, unknown, Truitt, Ed Way, Jim McCarty, Bartender unknown, Jim Ryan, stovepipe hat, unknown, Al Frain, G. Spannus, white shirt, unknown, unknown. Unknown, unknown, unknown, George Cook in front, Rod Frain, Henry Hoover, unknown, unknown.

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through the bat-wing doors of the saloon, he hit a woman who was passing and knocked her down. He hastened to pick her up and apologized as nice as any gentleman you ever saw, then turned and began to cuss McCarty. After they had fought for a while the other man drew a knife and made a slash at McCarty, just missing his left arm but cutting the sleeve, then turned and ran. McCarty picked up a piece of scantling and threw it after him, almost getting him regardless of the distance. Drawing the knife in a fight, meant the end of the fellow, so he kept going and never came back again.

These big sprees would last from three days to a week at the end of each drive, which occurred about every two or three weeks. Of course, the bosses wanted to get the men back on the job again as soon as possible.

The kids were always out in force, as soon as the drive hit town, because the drivers were free with their money, giving them from 50 cents to $1.00. One kid in particular, "Blackjack" Allie Martin, adopted son of old John Dollarhide, who ran the boarding house, was always out on the streets to get all the money he could.

Klamath must have had 500 to 700 people, possibly 750 altogether. There was about twelve houses on the north side of the river, while down river was the business section of town. There must have been a block and a half or two blocks of business places. I remember there were five saloons, two or three stores besides the company store, all of which were general stores, a hotel, church, school house, two boarding houses and two rooming houses. Drummers and traveling men all said it was the liveliest town between San Francisco and Portland.

The logs were all peeled before they were sent down the chute, by cheap labor. I remember they claimed it cost about 3 cents a thousand to peel them and they figured it saved them money. Made the logs slide better and drive better in the river, not fastening up so easy. It also made the logs freer of rocks and dirt when they reached the mill. Bill Ferguson was the watchman at the bottom of the chute. I remember the time I saw the chute in action, we had gone to Beswick in a hack with a fringe covered top. We went up the north bank of the Klamath to somewhere below Beswick, where we crossed over to the south side. It was in October and the mornings were real frosty, and I remember we timed one log in 14 seconds. While we watched there must have been about four logs that shot clear across the river without touching the water, and landed on the bank where they had to be rolled back into the water. These would be logs that were crooked and curved on the end so that when they hit the water at the bottom of the chute, they would shoot into the air. Many logs would be stranded along the course of the drive and they called it sacking them, when they went along the river loosening them up and starting them on their way again. They must have traveled ten to twelve miles an hour down stream, because I know a horse had to travel right along to keep up with them.

There was a dam near the mill, because I know, once the dump truck in backing up to unload its scraps in the river, went in itself, pulling in the big blind mare and drowning her. Some 200 yards down stream from the mill was the site of the old Pioneer Box Factory. The men lived on the flat back of the mill and I know buildings stretched clear from the railroad bridge to the point of the hill, southeast of the mill. The sawmill burned in 1902, I'm pretty sure. Everything was burned but five houses. It must have burned everything but about a third of the town. This happened in October, and automatically there was no further use for the old logging chute at Shovel Creek.

I worked on the old Pokegama railroad when they first started work on it. Gracie Kouts' father ran the section crew on the railroad, and lived at Fall Creek. Jim Ryan, one of the old rivermen, was powder man, when they were blasting at the
bridge across the Klamath. He had put the powder in, and then the cap, and was tamping it down when it went off. It blew three fingers off his hand and he never could river drive anymore.

Father came to Klamath Falls in March or April of 1910, and I came that fall, by the railroad from California, where I had been for several years, since the burning of Pokegama. In 1911 or 1912, another man and I, were going to lunch and saw a column of toads about five inches wide coming up Third street from the south, so we stepped around the corner at Third and Main, and could see the line continuing on past the post office which was across from the Willard Hotel. How far they extended in either direction I do not know, as we didn't have time to explore. I have seen snakes sticking their heads up through cracks in the sidewalk on toward the river, everywhere. The road line was about eight inches or a foot from the wall and was several toads wide, and closely following one another. They were about one and a half inches long.

As Told to Me . . .

by Herman Spannus

I was born in 1885, on the old Spannus ranch, on the north side of the river, near the foot of Spannus Grade. I can remember when they built the grade. They had a cook tent under a big oak tree on our place. Amos Granlun was the cook. I hung around there a lot, so when my birthday came along he found out about it, and grabbed me and gave me a paddling. I lit out in a run for home and he tried to stop me by saying he would bake a birthday cake for me. I told him, "I don't want your old cake."

I also remember when they brought Old Blue in. They used six horses to pull the wagon it was loaded on. They absolutely did not use oxen. I know, because I was there. I remember there were two sharp turns near the top of the grade, I think they had some trouble there.

We furnished beef to the logging camps for years. Used to render our tallow and sell it in five gallon cans, to grease the chutes. Some of the logs used to smoke for the last half going down.

The freighters to the logging camps stayed overnight at our place, so they could get an early start, pulling Spannus Grade.

I used to trap for mink, and sold them to Mart Frain for $1.00. He always managed to find something wrong, so he didn't have to pay more. They were not stretched right or something.

In the beginning, John Hessig carried the mail to Snow from Beswick for several years. Then my older brother, Fred, carried the mail on horseback to the old logging camp of Pokegama. His horse fell with him and he was dragged to death. I carried the mail after that for a time.

Long Prairie Creek used to be called Four Creek. It divided into four branches, where it emptied into the Klamath River. The Ward ranch was the first place Copco bought.
My brother, Henry, drove big wheels, hauling logs off Grizzly to Horn's Camp. At times the horses couldn't hold the wheels back, and really tore down the hillsides. I remember when three men got drowned one Sunday, above Shovel Creek, right where those two channels come together, below a little island.

They used to let the log cars run by gravity to the chute, when loaded. They would use brakes on the cars to stop them. One time they found they had no brakes, so the brakeman had to jump, and one carload of logs ran off the end of the track and over the rim.

**As Told to Me . . .**

by Bill Hoover

I worked on the log chute when I was fourteen, that was in about 1897. I was night flagman, for a time, at the bottom of the log chute below Shovel Creek. I used a lantern to signal the top of the chute when all was clear. They worked day and night when they were dumping logs into the river.

If a log got stuck, or fouled up in any way, we had to clear it out of the way before they could send another log down. We had a big white horse, he must have weighed a ton, that we used to roll them out of the way. I was driving him once, and being just a green kid who didn't know much about driving, I caused him to fall upside down in the chute. He was on his back and couldn't get up. We had to jack him out.

Before the big log chute was built, they cut the first logs up around the Kirwin and Frain places, on the south side of the river. They cut all around the Kirwin place. They had a small log chute from the lower side of the Kirwin place, down a draw to the river, where they slid logs into the water. It wasn't very steep, so they had to pull the logs down it in places with horses. They also put logs into the river from the north side, but further down, just above my place.

I was born at Keno, and I am now eighty-three.

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-A Hessig photo, courtesy Dr. A. A. Soule

Flag station near the foot of the log chute. Used to signal if all was clear to send another log down. Kessler, unknown, John Hessig, mail carrier from Shovel Creek to Snow. Mart Frain and unknown boy.

**Oregon Midland Railroad . . .**

Late in 1899, on November 4th, as reported by the Republican of November 9th, the Oregon Midland Railroad was organized and incorporated, to construct a railway from some point near Klamathon, northeasterly sixty-five or more miles to Klamath Falls.

The incorporators were George T. Bald-
win and R. S. Moore, prominent businessmen of Klamath Falls; David Horn, of Siskiyou County; L. W. Van Horn, W. J. Woods and J. A. McCall, of Jackson County.

"Messrs. Van Horn and Woods are practical and experienced railroad men. Mr. Van Horn has been engaged in the promotion of the enterprise for several months, and to him belongs the credit of instigating it. Mr. McCall will be connected with the enterprise as a civil engineer.

"Practical work on the railroad will begin almost immediately, and in less than a week a corps of 12 or 15 engineers will be in the field running the survey...

"The amount of capital stock is fixed at $1,000,000, to be divided into 10,000 shares of a par value of $100 per share, which are non-assessable."

On December 7th, the Republican reported the survey had actually commenced on December 4th, under Eugene Schiller, an experienced railroad surveyor. This survey began near Section 4, T. 39 S., R. 6 E., some four miles northeast of Buck Mountain, on the divide between the drainage of Spencer Creek and Johnson Prairie Creek, the latter a tributary of Jenny Creek.

Almost at once opposition arose to the new railway as reported by the Republican of December 21st: "We are informed that a couple of big lumber companies in the northern part of the state are giving strenuous opposition to the project of the Oregon Midland Railroad Co. The reason is evident. They fully realize that the construction of the road into this county will open to market an inexhaustible supply of the best pine timber in the world—a product with which they cannot successfully compete. Then, wouldn't their selfish interests naturally dictate opposition?"

According to the Republican of August 23, 1900, a contract was made on August 17th, with the Midland Construction Co., represented by Thompson and Lyman of Chicago, "... to build said road, which will follow the line as surveyed from Klamathon to the mouth of Jenny Creek. From there, the construction company will, at their option, follow the previously surveyed route to near the mouth of Spencer Creek, or they may follow up the river to Spencer Creek, to which point the contract was definitely let. The work is to commence on or before October 1, 1900.

"Afterwards the Midland Construction Co. let the contract to build 66 of the total 84 miles of the proposed road, (from Klamathon to Spencer Creek—Ed.) to the Portland firm of Smith & Hale."

The proposed route was to start at Klamathon, follow up the Klamath River for approximately 17 miles, then follow up Jenny Creek, crossing Keene Creek en route, and thence up Johnson Creek and through the divide northeast of Buck Mountain and follow down Spencer Creek to its junction with the Klamath River. From Spencer Creek the railroad would follow up the Klamath to Keno, and then on into Klamath Falls. It was estimated by the engineers, that the cost would be "somewhat under $2,150,000."

Next on April 4, 1901, the Republican reported: "A meeting was held in Ashland on Monday of last week by the directors (present were David Horn, R. S. Moore, H. L. McWilliams, Jessie McCall and W. J. Woods—Ed.) of the Oregon Midland Railroad. The Record of that place states that there was 'no important significance to the meeting' except that they will keep up their organization. This company went to great trouble and expense in getting right-of-way and surveying a railroad from a point near Klamathon to Klamath Falls, about 85 miles. They did so upon the representation of representatives of the Midland Construction Co. of Chicago, who agreed to finance the enterprise. The bonds were sold to the
Chicago organization and they let the contract for construction of 65 miles from Klamathon to Spencer Creek to Hale & Smith of Portland. The latter firm refused to commence work without the payment of money down and a guarantee of the balance from the Chicago firm. For some reason the Chicago firm was unable to get there with the money and the work of building was never begun. L. W. Van Horn, vice president and general manager of the Oregon Midland Railway, went to Chicago last fall and is still there trying to resurrect the enterprise."

One wonders, who gobbled whom, and why?

As Told to Me . . .
by Lester "Sharkey"
Hutchinson

When Copco was building their dams and plants along the Klamath above Fall Creek in the early twenties, they shipped in their supplies over the old Klamath Lake Railroad. By that time, the old wooden trestle over Fall Creek was quite rickety and rotten. So, the engineer on the construction train, when arriving at the trestle, would stop the engine and send the fireman across on foot, ahead of the train. He would then start the engine and jump off, letting the train go across unmanned. The fireman would board the engine when it had crossed and stop the train. The engineer would then come across and the train would continue.

As Told to Me . . .
by Joe Hessig

One time an old Indian and his family drove up in his wagon, and stopped quite close to the old log chute, intending to camp there. The men informed him that quite often logs jumped the chute, and he might get hit there, so he moved farther away, near a small bluff close by, and the next log that came down, jumped the chute and hit his wagon, completely wrecking it.

At the foot of the log chute, there was situated a flag station, also a small cabin, in which the flagman lived. When the flag was up, no logs came down, but when the flag was down, that meant that all was clear.

Pokegama Activities . . .

An idea of the size of the logging camp at Pokegama can be gained from the following item, December 5, 1901, Republican, which stated: "H. P. Galarneau returned last week from Pokegama, where he had been to put the finishing touches on the new school house at that place. The school house is 30 feet long by 18 feet wide and aside from the Klamath Falls school house, is said to be equal to any in the county, being well built, modern style, patent desks, etc. The school moved in on Wednesday. Mrs. Dick is the teacher and has in the neighborhood of thirty scholars. Pokegama now has a population of about 200, and is liable to grow much larger. That town has two lodges, the Modern Woodmen and Order of Washington, each with between forty and fifty members."

On February 13, 1902 Republican, it was reported "Jack Douglas, aged 45 years and unmarried was accidentally killed by being crushed by a log while working at the camp at Pokegama last Friday. Mr. Douglas has been employed at the camp several years and had some acquaintances at this place."

The February 27th Republican, reported "The late rain storm proved highly bene-
Clearing logs out of the chute with the big white horse once driven by Bill Hoover.

—A Hessig photo, courtesy Dr. A. A. Soule
Old Pokegama as it looks today. Note the height of the stumps compared to today's logging. April 21, 1966.

-ficial to the Pokegama Sugar Pine Lumber Company at Klamath, by raising the Klamath River for floating down logs. Over 2,000,000 feet have been sailing down, which gives the mill a full supply with more on the way."

The same issue further reported "that the case of the Klamath River Lumber and Improvement Company vs. the Pokegama Sugar Pine Lumber Company, both of Klamathon, California, a decision has been rendered to the effect that the plaintiff is entitled to a judgement of $25,054.80 with legal interest from March 28, 1898, as net profits on 19,500,000 feet and $15,-127.25, as net profits in excess of the said 19,500,000 feet, and also costs of suit." Following which, it was reported on April 17th, Republican, that due to this adverse decision, Mason, Lindley & Co. would "give possession and relinquish" to Cook & Sons, their lease on April 20th.

May 22nd, Republican, announced that "500 feet of the log chute at Shovel Creek, was destroyed by fire last Saturday." No evidence has been found to date that it was rebuilt, and in the light of events that transpired in the near future, it appears that no part of it ever was repaired. However, it may have been.

With the railroad approaching Pokegama, activities must have continued at that place, witness an article of July 3rd, Republican, which stated: "W. F. Maltby who is employed with the telephone company building this way from Ashland,
writes to his father here that the line will
reach Pokegama this week. From there to
Klamath Falls, quicker progress will be
made."

One week later another accident was
reported, July 10th, Republican: "John
Moore, aged 36 years, son of Isaac Moore
of Ashland, was accidentally killed on the
logging railroad of Pokegama on Tuesday
night of last week. Moore was
acting as
brakeman and at the time was riding on
the front of the engine, jumping off and
on to turn the switch bars. In an attempt
to jump his feet slipped and he fell in
front of the engine, which broke his neck
and otherwise injured him. The remains
were taken to Ashland for interment."

On August 21st, Republican, an event
was reported, that ended logging at Pokeg-

ama, so far as it concerned the big mill at
Klamath, as both preceding and follow-
ing events will prove. "The logging crews
at Mason, Lindley's Pokegama camp have
quit and have been put to work on the
railroad. There will be no more logging
until the railroad is ready to handle logs.

One week later, the Republican wrote of
an article in a recent issue of the Oregon
Timberman, of Portland, "Hervey Lindley,
manager of the Pokegama Sugar Pine Lum-
ber Company, states that his company in
1901, cut 2,100,000 feet of fir, 11,000,-
000 feet of white pine and 8,000,000 feet
of sugar pine, a total of 21,000,000 feet,
on which he placed a valuation of $378,-
000. The number of men employed by
the company was 375."

On October 2nd, Republican, it was re-
printed from the Oregonian that "D. C. Pelton of Cheboygan, Michigan and now president of Pelton, Armstrong and Company of this city has purchased three fourths interest in the lumber and timber properties of John R. Cook of Siskiyou County, California. These consist of a large sawmill, box factory and planing mill at Klamathon, California, and Jackson and Klamath Counties, Oregon, and a logging railway. The amount of timber purchased is estimated at about 800,000,000 feet, and is all tributary to the Klamath River, one of the best logging streams on the Pacific Coast.

"Mr. Pelton says he purchased the interest on the basis of $500,000. A new company will be formed at once, and T. V. Ward, will become manager of the manufacturing interests of the company. These are situated at Klamathon, and have been operated under lease by other parties for some time, but will now be controlled directly by the owners.

"Mr. Pelton has been engaged in the lumber business for many years and comes from Michigan where he still retains an interest as a member of the firm of Pelton, Reed & Company. Timber lands in the neighborhood of Cathlamet and Rainier have occupied his attention for some years past. He was an employee of Mr. Cook in Michigan years ago."

Events were happening fast now, as witness an article of October 9th, Republican, which stated: "An Ashland paper reports that someone, as yet unknown, entered the Box Factory of the Earl Fruit Company, at Klamathon Friday night and cut all the belting on the company's machinery, doing $600 worth of damage, and necessitating the suspension of operations at the plant until repairs can be made. Officers are trying to detect the guilty miscreant."

And lastly, the big event that had been building up for some time, the big fire at Klamathon on the night of October 13-14, 1902.

Journal, October 17th: "Shortly after midnight last Monday, a fire broke out at Klamathon in the carpenter shop, a considerable distance back of the box factory, which indicated incendiarism, and soon enveloped the box factory in flames, extending rapidly to the big lumber mills, lumber piles, and drying houses, etc., of Mason, Lindley & Coffin.

"The company's saw mill, lumber yard and two box factories were located just east of the railroad track. West of the track and extending about parallel with it, was a long row of business buildings, some twenty-five or thirty in number. In this row was the post office and company store. A few minutes past 12 o'clock the sawmill whistle blew the alarm of fire. The blaze started down stairs in the southernmost box factory south of the lumber yard. A strong wind was blowing from the southwest and before anything could be accomplished in the line of fire fighting the box factory and its neighboring building, another box factory, were a mass of flames.

The ground all around the buildings, and even over the principal part of town was covered with sawdust. The flames, fanned by the wind, sped through this, licking up 8,000,000 feet of lumber stored in the yards, then jumped the track, taking the railroad buildings and gaining such headway in the row of business buildings that a well organized fire department could not have checked its devastating progress. The flames spread until there were no more buildings to be burned, and then died out in the thinning sawdust east of town.

"At 4 o'clock the sawmill belonging to the company, located some distance north of the burned lumber yards, caught fire and it, too, was completely destroyed.

"Telegraph poles 200 yards away from the fire, across the Klamath River, were burned and wires put out of action. The bridges across the river were not burned.

"The ties of the railroad track were burned and rails warped. The northbound passenger train was stalled just south of Klamathon, and the southbound California Express, was held up at Hornbrook for over 10 hours."

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"The approximated loss is given at $500,000. There is some insurance, particularly on the company's property. On account of the vast quantity of sawdust around and the great risk incurred, the insurance companies had but recently withdrawn many policies on the old wood buildings of the town.

"The blaze would form in funnel shape and shoot up in the air several hundred feet, throwing up burning boards that floated around like the sprays from rockets. The corrugated iron roof of the company's store was also lifted and sent skyward, making a loud rumbling noise like thunder. A concrete building owned by Jake Strobeck, considered fire proof, by rest in a former fire, stood for some time, but finally succumbed to the devouring element.

"A handsome sleeper of the St. Louis and Iron Mountain R. R., containing parties intending to purchase the mill plant from Cook and Sons, had a close call, and was blistered to some extent, when a switch engine from Hornbrook came to the rescue. Some five or six freight cars were drawn to the end of the yards, supposed to be safe, but the fire spread so rapidly that they were caught in the blaze and destroyed.

"The principal loser is the firm of Mason, Lindley & Coffin, sawmill, sash and door factory, general store, two box factories and 8,000,000 feet of lumber. Other losses are: T. E. Murphy, saloon; Con DeWitt, saloon; S. Walden, saloon; Camper & Davis, saloon; Wm. Ennis, saloon; Gus Walden, store; Wilson's hall; Parcell's butchershop; post office; Gregory's drug store; T. E. Murphy's residence; Townsley's hotel; Wallen's bakery; Gisbrecht's hotel; Parcell's store; Judge Nichols' hotel and lodging house; the company's big barn; railroad depot, sheds and cars.

A number of years later, the remaining residences and buildings were burned by a grass fire, started in or near a small outbuilding, supposedly by a boy who was stealing a smoke.

However, the big fire was not the end. Misfortune continued to dog the interests at Klamath, and on February 5, 1903, the Republican, wrote: "The recent storm cut loose 3,000,000 feet of logs from the boom in Klamath River at Klamathon and sent them down that stream. When the water was at its height it washed out the center of the big dam, spanning the river on the old burned down sawmill site, but the logs were held together in the dam by the boom. When the water went down it put such a weight on the boom logs that they broke and every log went down the river. Men are at work catching them all the way down the river. One man ten miles below the mill has 300,000 feet of logs on his bar. Mason, Lindley & Company had refused $20,000 for the logs. They had been driven down the river just before the big fire destroyed the mill."

Finally, as an aftermath to the foregoing catastrophies, we read, Republican, March 19th, that "Mason, Lindley & Company have been sending logs from their dam at Klamathon on Klamath River, to the Durney mill at Igerna by rail for cutting into lumber. These logs were accumulated prior to the burning down of the big mill, box and house furnishing factories last fall. A large number of logs were carried down the river by the breaking of a portion of the dam, but many of them have been recovered to be forwarded to the sawmill."

Next, on October 27th, the Republican reprinted the following from the Tidings: "John R. Cook, of the well known lumbering and sawmill firm of J. R. Cook & Sons, died at his home in Klamathon, Siskiyou County, Thursday night, aged 78 years. Deceased had been prominently identified with lumber business of Northern California for fifteen years or more, and the big sawmill which he established at Klamathon was the starting point of that town. He was a native of Lycoming County, Penn., where he married and afterwards emigrated to Michigan. There he formed a partnership with A. Pardee in the lumber business, and after operating a number of years in that state, the firm came to Kla-
mation, where it acquired large tracts of timber and established a mill. Mr. Pardee died soon after coming west and Mr. Cook's two sons were associated with him in the business. Later they leased the business to Hervey Lindley & Co., and this lease was followed in a few years by a law-suit in the Siskiyou County Courts, involving a large sum. Cook & Sons were given a judgment against Lindley & Co., in this litigation. Mr. Cook suffered financially in the fire that wiped out Klamathon two or three years ago, but was partially compensated by the insurance carried."

On November 24, 1904, Republican, it was further reported from the Tidings that "William Reed, of the Portland firm of Pelton, Reed and Ward, which succeeded to a two-thirds interest to the timber holdings of John Cook & Sons in the Jenny Creek and Pokegama country, east ofAshland, has been in this section the past week, and it is reported that he has purchased several of the most valuable pine claims that were still outside the large holdings of that famous sugar pine belt, including the valuable claim of D. H. Yeager for which it is reported Mr. Reed pays $4250. The papers in this deal were exchanged in Ashland, Friday. Several other valuable claims were also purchased, including those held by Squire Parker, Jacob Isler, J. Nelson and Andy Anderson, ranging in price from $1,600 to $3,200.

It is thought by some who are well posted that Pelton, Reed & Ward are preparing to join with Mason of the old firm of Mason, Lindley and Co., who have large interests in that country in the erection of a big new sawmill and the resumption of lumbering extensively. Mason is also a large owner of the Klamath Lake Railroad in its 32 miles of property now under lease to Hervey Lindley and there may be changes in this, after the first of the year."

Finally on December 8th, Republican, it was reported: "Hervey Lindley of the Klamath Lake Railroad, was a visitor in Klamath Falls the first of the week accompanied by Secretary McCormack and Pacific Coast Manager Long of the Weyerhaeuser Lumber Company, one of the largest in the world, with headquarters in Wisconsin."

"The purpose of the visit was not made public but prominent persons on the inside claim that the visit was very significant to Klamath Falls and Klamath County."

"The party before arriving in this city spent several days in the timber belt lying between Pokegama and Klamath Falls. It is claimed that this party was prompted in visiting Klamath County by the recent interest taken in this section by the Weed Railroad representatives."

It was, however, nearly a year before anything definite was announced, when the Republican of November 16, 1905 reported: "The Weyerhaeuser syndicate have completed the purchase of the Pelton-Reed Co's., interest in the John R. Cook & Son's holdings, consisting of 16,000 acres of timber land in Jenny Creek district, 15 miles of logging railroad, mill site and townsit at Klamath and exclusive franchise for logging Klamath River at $1 per 1000 from Topsy to Klamathon. W. E. Cook retains an eighth interest but John Cook Jr., sold to the new purchasers. The consideration was $400,000 and the money has been paid out."

"The Weyerhaeusers have an option on Hervey Lindley's holdings, 20,000 acres of railroad contract lands and the Klamath Lake Railroad."

One month later, the Republican of December 14th, announced: "Word was received here Tuesday that the Klamath Lake Railroad Company and the Pokegama Sugar Pine Lumber Company had sold out and that the new owners had taken possession that day (December 12—Ed.). It is reported that the Weyerhaeuser Syndicate was the purchaser."

"The Lumber Company owns 2780 acres of fine timber land in Township 40, Range 5, and also had under contract nearly 20,000 acres of the Oregon & California Railroad lands, some of which is also located in the same township. It
is known that the Weyerhaeuser people had an option on this body of timber and also on the twenty miles of railroad owned by Hervey Lindley, but it was supposed that their option had expired on the fourth of December.

Klamath Lake Railroad . . .

In mid-February of 1901, it was learned, Republican, February 28th, that a delegation from the Pokegama Sugar Pine Lumber Company had met with President Hays of the Southern Pacific, in San Francisco, in regard to building a railroad from Klamath to the Klamath Lakes.

"With completion of the railroad into these timber lands the Pokegama Sugar Pine Lumber Company will be greatly benefitted. At present its only means of transporting logs to its mills is by rolling them into the Klamath River and trusting to luck that they will drift down with the current. This plan is not a success. Frequently the logs accumulate and cause a jam. Logs also drift to the sides of the bank and eventually land high and dry. With the new railroad, the logs will be easily loaded on flatcars and hauled to the mills."

By March 21st, Republican, "railroad magnets, bridge builders, surveyors and officials of high and low degree" had arrived at Klamathon. Included among the arrivals, were a number of prominent Southern Pacific officials.

A letter was received, Republican, May 30th, from Marc Frain, stating that a party of surveyors was camped near Beswick, California. Another party was working up the Klamath, between Jenny Creek and Fall Creek, following in part, the survey made the year before by the Oregon Midland Company.

It was reported, Republican, June 13th, "that they are near Hart's ranch in the mountains (one-half mile north of the present day Ashland-Klamath Falls Highway crossing on Jenny Creek—Ed.). By June 18th, Republican, it was announced, "the survey has reached Pokegama (old Pokegama, near Long Prairie Creek—Ed.) and grade stakes are now being set as fast as possible." Sometime before August 8th, Republican, the surveying crew was divided into a viewing and grade laying crew," the latter having reached a point near the logging camp. (It will be noted, these first surveys of the Klamath Lake Railroad, followed up Jenny Creek canyon, to reach the high plateau country, as had the original Oregon Midland Railroad survey of 1899-1900—Ed.).

On August 22nd, Republican, it was announced that J. L. Yadon had made a flying trip to Hart's and reported "that ties were being sawn for the proposed railroad."

During late August and early September, Republican of August 15th and September 12th, A. L. Foster, one of the managers of the Pokegama Sugar Pine Lumber Company and George Chase of Spencer Creek, visited Klamath Falls and vicinity, to arrange for the purchase of hay, oats, potatoes and other supplies, for railroad construction camps soon to be established on the proposed railroad, the first of which was to be on the "Virginia Ranch" or old Laird place.

On October 24th, Republican, it was announced that the "sawmill at Klamathon has 200,000 ties already sawed out at their mill and the present drive of 85,000 fir logs that was started down the river a week ago last Monday is to be cut into ties also. Civil Engineer McLeod who made the preliminary survey of the railroad from the Southern Pacific line beyond Klamath along the south side of Klamath River to a point opposite to Fall Creek where it crosses the river and goes into their timber belt, arrived at Klamathon Friday to set the grade stakes. The Mason, Lindley & Co., people will in the spring also erect a big double mill about half a mile from the site of their present single
sawmill at Klamath." The Republican of November 7th, reprinted an article from the Record in which it was stated that construction on the new railroad would commence on November 14th, (it actually commenced on the 13th — Ed.) from a point on the Southern Pacific, two miles south of Klamath, under the company’s own management.

"It will be a standard gauge road with 60 pound rails. The cost of construction will be $20,000 per mile. There will be only one bridge which will span the Klamath River about two miles from Jenny Creek. The grade will be 6.5 as we understand it. The end of the present construction is in the heart of the company’s 70,000 acres of timber land holdings and will also bring the road over the high grades into the Klamath Basin and will allow them to make Pokegama the freight shipping point for Klamath County and a wide range of eastern Oregon. As a starter and for the principal motive the road is built to haul logs from their timber district to the connection with the Southern Pacific line and 100 logging cars have been arranged for as well as other rolling stock.

"The Sugar Pine Lumber Company’s lease on the sawmill, river franchise, etc., at Klamathon expires in two years and before that time the old property will likely have lost considerable of its value. The Sugar Pine Company, have secured 1500 acres of land two miles south of Klamathon and will erect thereon an immense two set sawmill and will manufacture lumber of all kinds, sash, doors, boxing, etc., making one of the most up-to-date outfits on the coast. They will lay out a town site and establish a small city at that place."

The actual transaction, of the purchase of this land, was first reported by the Journal, and reprinted in the Republican of November 14th: "The old Virginia Ranch, near Klamathon, owned by Ex-Supervisor W. T. Laird, has been sold to the Pokegama Sugar Pine Lumber Co., now having a lease on the Klamath River Lumber Mill property at Klamathon. The ranch comprises
700 acres, and was sold for $7,000. This will probably be the site of a rival town to Klamathon and Hornbrook for business, and is likely to be the junction for a railroad up the Klamath River to the timber land of the Pokegama Sugar Pine Lumber Co., at Pokegama, Oregon, at the state boundary line. New mills of larger capacity are to be put up on this tract, to be ready for operation by the time their lease expires on the Klamathon property, at least such is the report current. It is also stated that work on the railroad will be commenced in a very few days, as much of the grading can be performed during the winter season to good advantage."

Two weeks later, the Republican of November 21st, reported that about one hundred men were employed at the beginning of construction on the railroad.

Additional plans for the new railroad, as reported in the Journal, and reprinted in the December 5th, Republican, in part were as follows: "It is reported that the projected lumber railroad to be built to Pokegama at the Oregon line, will run from Laird’s where the Southern Pacific Company has built a spur tract to a point on the Klamath River midway between Jenny Creek and Fall Creek. It will then cross the river on a bridge 100 feet long and wind up the hillside on a grade of 3.6 feet per hundred feet long, a little less than the heaviest on the Siskiyou mountain division of the Southern Pacific. The road will then run east around the south side of Grizzly and follow up Long Prairie Creek to Pokegama."

The January 30, 1902, Republican, reported: "About a mile of track has been graded on the Pokegama Sugar Pine Lumber Company’s railroad up the Klamath

 Hell Gate, later known as Iron Gate, location of the Copco regulating dam. On the line of the old Klamath Lake Railroad.
Steel bridge across the Klamath River. Either a work car or the old passenger box-car of the Klamath Lake Railroad.

River from Laird's. There are about 40 white men employed and 80 Chinamen. Wa Chung, the labor contractor of Ashland, furnishes the Chinese and is slow in securing the men who do not like the job in winter months. He will soon increase his force however.

By February 27th, Republican, about sixty men were engaged in grading from Laird's place. "The late storms have interfered with their labors, making it difficult to get around over the mud, which is also hard to handle when wet. As soon as dry, settled weather comes, a much larger force is to be put on, in order to build as quickly as possible to the timber fields around Pokegama."

Additional reports on the progress of construction, was brought in by individuals, and printed in the Republican from time to time. One, on April 10th, by "R. W. Marple, who returned from Ager the latter part of last week, informs us that 130 men are now employed on the railroad being built up Klamath River from Laird's and that the force will be increased and work rushed as soon as the weather settles. He says there are 15,000 ties and five cars of iron at Laird's and that five more cars of the latter were soon expected to arrive. Work is now in progress on a 120-foot bridge, to span Klamath River fourteen miles from Klamathon."

Another, on the same date, by Will Humphrey, who "arrived home the first of the week from Klamathon, near which place he had been employed on the new railroad in progress of construction up the Klamath River. He reports that some changes in the affairs of the Pokegama Lumber Co. promise to take effect about the middle of this month and then work on the railroad will be pushed with a largely increased force. He says 200 Japanese are booked to be added to the force on the 14th inst. From what he could learn, he
concludes that the Southern Pacific is behind the railroad building...

On April 17th, the Republican reprinted an article from the Record which, in part, stated that Mason, Lindley & Co. "have had a force averaging 100 men at work for two months grading the road and some 300 more men will be put on soon. During the past week there was to arrive sufficient rails to lay 18 miles of track.

"Mr. Swain, a bridge contractor of Inyo county, Cal., and who constructed the recent county bridge over the Klamath River at Ash Creek below Hornbrook, has the contract to build the railroad bridge across Klamath River near Fall Creek, and is at work on the same, the iron for construction being on hand."

By April 24th, Republican, between 300 and 400 men were employed and the force was being increased daily. The road was graded and ready for the track layers as far as Big Bogus Creek, and construction on the iron bridge across Klamath River had started. Preliminary surveys had been extended as far as Pelican Bay. In describing future plans of the lumber company, it was said: "The present capacity of their mills at Klamathon is 25,000 feet, but they have started to build a new sawmill plant at Laird's, which is to have a capacity of 50,000 feet a day. Mr. Lindley says there will be mills at Klamathon and Laird's within 18 months, in operation, which will have a capacity of 175,000 feet, as there are other companies which have arranged to erect sawmills there. Three companies are now in negotiation with the Klamath Lake Railroad Company for the hauling of their logs.

"There is likely to be quite a town at Laird's within a few months. Cottages are going up there now. The railroad company will erect a roundhouse and machine shops and work is to be commenced on these, next week. A few stores will go up soon."

The above is a sample of the rumors, tall tales and plans that were being passed along and printed. Pages could be devoted to these visionary plans, but space does not permit their printing, nor would the readers' interest allow it.

On July 3rd, Republican, it was reported that an ad in the Journal was calling for 500 men to work on the grade of the new railroad. At the same time it was announced that the bridge across the Klamath had been completed and rails laid that far.

By July 10th, Republican, the first hint was printed, that in the future, all might not end so fabulously for the Pokegama project as prophesied. In fact it might be called the first note of the death knell of Pokegama. "The timber-cruisers and would be purchasers continue to arrive in crowds, and government timber is in active demand. The approaching railroads from several directions, thereby giving assurance that this country will soon have a first class market for lumber, is probably the principal cause of the excitement and rush. The building of several large sawmills are being talked of, and it would not be surprising if they were to materialize this season at Klamath Falls, and Keno and perhaps also at Spencer Creek."

Later, on July 31st, Republican, it was announced, "the surveyors are busy in viewing out the best grade up towards Shovel Creek for connection with the railroad into the woods from that point. As soon as this connection is made, it will be an easy matter to continue on to Klamath Lake in Southern Oregon. When the road is complete to connect with the logging road at the head of the river, logs will be hauled by rail to the mills contemplated at Laird's Ranch, south of Klamathon, recently purchased by to Pokegama Sugar Pine Lumber Company, for which the ground has been leveled off, and some of the apparatus already delivered. The new mill town is destined to become one of the livliest and most prosperous in the country. The supposition is that the Southern Pacific Company is the real power behind the railroad being built this way from Laird's..."
Then on August 7th, Republican, the following, in part, was written: "... Owing to some changes in the route since the original plans were drawn, a new survey has been made and by it the railroad will approach the table-land opposite ShoVEL Creek by quite an easy grade. This new survey will take a route close to the waterfall of Fall Creek, where the water of that stream takes a tumble of 150 feet. It also taps a splendid body of timberland in that vicinity."

This seems to be the first mention of the use of the route, later known as the switchback, by means of which the Klamath Lake Railroad climbed from the Klamath River canyon.

Other changes were in the offing, as indicated by the Republican of August 21st: "There is every indication that the railroad from Laird's will not even make a temporary stop at Pokegama, but will continue on this way. The following paragraph in last Saturday's Tidings lends proof to this belief: 'Mr. Mason of the firm of Lindley, Mason and Colonel Fox of Grand Rapids, Michigan, are looking up a railroad route between Pokegama and Upper Klamath Lake.'"

Then on September 18th, Republican, the following appeared: "Four hundred men including 50 Chinese, are now working at grading and track laying. Tracks were laid across the Klamath River on the line of the road Saturday night, a distance of ten and three quarter miles from the starting point at Laird's. This morning the track layers and steel gang will be moved from Laird, from which point they have heretofore operated, to Fall Creek. Two trains are engaged in the building operations, a ballast train and a construction train."

As previously described in these pages, the Cook & Sons sawmill at Klamathom, leased by the Mason, Lindley & Coffin Company, burned on the night of October 13-14th, and thus a big obstacle was en-
countered in the construction of the Klamath Lake Railroad, as well as the building of the new mills at Laird.

On November 6th, Republican, it was reported: "A couple hundred extra men have been put to work during the past week and the construction crews will soon be laboring on Oregon soil."

Early in 1903, came another note in the death knell of the Klamath Lake Railroad of the future, when the Republican of January 4th, reported: "... the Weed logging road 4 miles north from Weed, is now commencing to push an additional 10 miles further. It is eventually planned to reach Keno. Jesse McCall is the engineer for the railroad extension."

Construction had now reached its peak as the following two articles indicate. January 4th, Republican: "The grading on the Klamath Lake Railroad has been completed 18 miles out from Laird's to a point on the summit; that is, on the Cascade plateau and beyond all the heavy grades. It is just in the edge of the timber belt. The cars are now running from Laird's to Fall Creek, a distance of 12 miles. Work is being pushed on two trestles, one of 800 feet over Fall Creek and another of 250 feet over an adjoining gulch (Long Prairie Creek—Ed.).

—Courtesy Klamath County Museum

Lower Switch-back on the Klamath Lake Railroad, probably in early 1903. The engine is "Three Spot" pulling either the first box car passenger coach, or the box car used to haul construction workers.
DeVere Helfrich photo

Helen Helfrich examining one of the old Greek baking ovens at the top of the Klamath Lake Railroad grade above the switch-backs. July, 1954.

"As soon as these are finished, the construction force will resume laying rails and expect to be able to run the cars to the 18 mile point by February 1st.

The construction crews number in all over 600 men and more men are being added to the force daily. These laborers are chiefly Greeks, Italians, Turks, Hungarians, Chinese and a few Mexicans.

The bridge crew is unique in its aristocratic exclusiveness as being all white men and numbering about 40.

The Chinese are paid $1.35 a day, Italians and white men $2 and the Greeks and other aliens named, $1.50. They pay the company $18 per month for board. Pay day comes on the 25th of the month.

The road is standard gauge and 55 pound steel rails are used."

January 15th, Republican: "... the railroad is costing about $25,000 per mile. The silly whim that the road is to be merely a timber road, is thus shown to be baseless by the cost of the construction."

Still to be seen, where the railroad climbed from the Klamath River canyon to the plateau above, are the remains of the old Greek baking ovens, built of native lava rock, at the site of the old construction camp. All ovens found at this location, have caved in at the top, and have become the homes of pack-rats. Farther to the east along the railroad right of way several miles, more have been located, one of which at present, is still in perfect condition.

Next, on January 22nd, Republican, came another intimation that the route
of the railroad was to be changed, this time by-passing Old Pokegama, and establishing what was to become New Pokegama. This eventually proved to be the last move of this famous name. "J. A. McIntire, manager of the Ashland-Klamath Falls stage line, was here the fore part of the week, and informed us that he had made arrangements with the Klamath Lake Railroad to build a stage and livery barn at a point about two and a half miles east of Pokegama (Old Pokegama — Ed.), where the company proposes to have a depot and to which point it expects to have trains running regularly, carrying passengers, mail and freight, within the next sixty days."

On April 9th, Republican, as reprinted from the Tidings, it was announced "that regular trains will be run on the new road May 1st . . . which will run from Laird's to Pokegama, Oregon, a distance of 30 miles. Stages will connect at the latter place with the train and carry passengers and baggage to Klamath Falls in one day. A construction force of 600 men is now and for some time has been employed on the road. There will be two or three months' work to be done at Pokegama, after which, Mr. Lindley says the line will probably be pushed on toward Klamath Falls."

Republican, April 16th: "The first excursion was scheduled to run up the new railroad from Laird last Sunday to a point where the Snow post office used to be located. Between two or three more miles of track have to be laid to finish the line to the new station this side (southeast—

---Devere Hellrich photo

The switch-backs many years after the tracks were torn up, July, 1954. Compare with picture taken in 1903.
Ed.) of Pokegama, which will be the temporary terminus."

The same issue also reported that, in anticipation of the arrival of the railroad at Pokegama, the citizens of Klamath Falls sent a petition to the postal department in Washington, D. C., asking that the mail be changed from Ashland to the new terminus.

The first train reached Pokegama on May 1st, 1903, as reported in the Republican of May 7th. Judge Henry L. Benson, of Klamath Falls, and his daughter Gail, were the first passengers over the new scenic railroad. Judge Geo. T. Baldwin, also of Klamath Falls, and his daughter Maude, came in the following day from San Francisco, on the second train to make the trip.

The same issue also reported: "George A. Poppleton was in town Tuesday looking after the interest of the Ashland-Klamath Falls stage line. Mr. Poppleton has succeeded Mr. McIntire in the management. He stated that they are making connection at Pokegama with the new railroad. They are still running to Ashland as the mail route has not been changed as yet."

The May 14th, Republican, stated that M. A. Eddy was the company blacksmith at Pokegama. Formerly, in the Republican of July 11, 1901, he had been reported as being appointed constable of Snow. By July 2nd, Republican, the citizens of Klamath Falls were beginning to ask, "Why isn't the Klamath mail being routed by the railroad instead of Ashland?"

By November 5th, Republican, there was still no mail by the railroad, and it was still arriving by stage from Ashland, a day late. Then on November 20th, it was reported, the mail would soon be arriving by the railroad instead of from Ashland.

Exactly when the change was made, is unknown, but the Sunset Stage Company and the launch Ewauna seem to have transported the mail from Pokegama, until April 17, 1904, when Alex Martin, Jr., was awarded the contract. Republican, April 21st.

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**Potter's Mill...**

Some time after the big fire at Klamath, and before mid-March of 1903, Mason, Lindley & Coffin Co., must have decided to build a sawmill in the Pokegama country, in or near their timber holdings. To this end, there seems to have been a hint in the Republican of March 19th.

Then on March 26th, Republican, the following appeared: "Speaking of a new sawmill referred to in these columns last week, the Tidings says, 'According to reports which have reached Ashland another new sawmill is to be erected in the Jenny Creek belt, about 25 miles east of Ashland at once. It is reliably reported that work has already begun in extending a spur three or four miles from the main line of the new Klamath Lake Railroad now under construction from Laird's to the site of the new mill and that the gang which has been engaged on the main line has been transferred to the spur. The mill to be located at a favorable point in Section 16, Township 40, Range 5 east, which section is owned by Mr. Potter who is said to be associated with the Mason & Lindley firm. The new mill will be a large one it is reported, with a capacity of not less than 50,000 feet per day and possibly 100,000',"

One week later, April 2nd, it was further reported: "At the present time a crew of men are engaged in cutting out a wagon road a mile and a half long and preparing a mill site on section 16, which is school land owned by Mr. Potter. (A dam on Long Prairie Creek, at this location, was partially constructed, but may have been washed out by high waters—Ed.)."

The May 7th, Republican, reported: "Ground is being broken for a new sawmill about four miles south of Parker's Station and some three miles from the Klamath Lake Railroad. A line is being cut out for a branch railroad to it. The route from there to Johnson's Prairie is comparatively level and presents no obstacles and the report is that two mills will be
Unidentified group of men at Potter's Mill in 1908. Fifth man from right is John Zbinden, fire warden that year in the Pokegama area. The white dog "Duke" belonged to Zbinden.

built about the Prairie, one on section 5, and the other in that neighborhood. An Oshkosh company owns a good tract of timber there. This is about nine miles from the Klamath Railroad. The completion of the line to Pokegama seems to assure an important lumber industry in the region some fifteen miles thereabout.

Finally on July 16th, Republican, we have this final bit of information, reprinted from the Tidings: "Failure to secure a mill site where a sufficient amount of water to supply the boilers is insured has delayed the setting up of the big new sawmill near the terminus of the Klamath Lake Railroad at Pokegama by Potter & Son. The machinery has been on the ground for some time and a site was selected and excavations for a dam made and about eight feet of water turned in it but the supply failed with the coming on of dry weather and made the selection of a new site necessary." (The site finally chosen was in the extreme southwestern corner of section 28, possibly extending into the southeastern corner of section 29—Ed.).

Very little additional information has been found on Potter's Mill. One reason for this lack of information may be that most of the Republican files for 1906 have disappeared, or been destroyed. Another reason may be attributed to the new interest being developed in the Southern Pacific's approach to Klamath Falls from Weed. This new railroad occupied the interest of most people in the Klamath Basin for several years, to the exclusion of most other news. We do have some eye-witness reminiscences of Potter's Mill by three old timers, Prentice Puckett, Loren Close and Hal Ogle, and these are given on the following pages.
As Told to Me...

by Loren Close

I was born in Ashland, in 1891. I remember seeing Old Blue when I would visit my grandparents, who lived at Horn's Camp. My grandfather was Isaac Moore, and he used to file saws there. We could stand in the door of his cabin and see Old Blue pulling the cars by, about a hundred yards away. Nothing in the way, but now you can't see half way on account of the brush.

Dixie was named for Billie Dix (or Dick—Ed.), who had a store located there at one time. (Probably during construction of the Klamath Lake Railroad—Ed.). Mrs. Dix (or Dick) taught school at Old Pokegama at one time. I went to school at both Old and New Pokegama.

The old double-cut band saw at Potter's Mill was the first band saw in Klamath County.

I have the manufacturer's name plate off Old Blue. I found it near a siding about a mile and a half north of Snow. It reads: Baldwin Locomotive Works, Philadelphia. #9081. 1888.

The Spannus Grade Road ended at Snow. The old logging trestle at Snow used to be known as the haunted trestle. Two or three men were accidentally killed there. One, a John Moore, was an uncle of mine.

The remains of an old baking oven can still be seen at Old Pokegama. They did all their baking for the cook house in it. The school house there, was boarded up for a time, then moved in sections, to New Pokegama.

One time, Delbert Moore, another uncle of mine, was brakeman on the old logging railroad to the top of the chute. He lost his brakes when near Dry Wells, and had to jump. All four cars left the track and turned over.

I went to school at both Old and New Pokegama. I was fire patrolman at Potter's Mill in 1918, and later for several years at Dixie. Where you see one deer now, we used to see fifty. I think it was about 1947 that I found Old Blue's name plate.

—Helen Helfrich photo
Loren Close holding Old Blue's name plate, which he found in the early 1940's. May 12, 1966.

As Told to Me...

by "Print" Puckett

My father was a contractor on the tunnels through the Siskiyous, when the railroad was being built during the late 1880's.

Later, for about a year, he lived in a little cabin, east of Jenny Creek, called Shingle Camp. Then he homesteaded near Johnson Prairie and lived there until 1897, when he moved to the timber claim at Cold Spring. We lived there until 1912. I was born in 1891.

I remember the old emigrant road came over a little rocky ridge and passed just north of Cold Spring. It was almost parallel with the old Southern Oregon Wagon Road from the Double S Turn to
As Told to Me...
by Mrs. John Yaden
(Fern Wood)

I remember seeing Klamathon burn. My father, Harry Sutton Wood, was superintendent of the sawmill there. He came there in 1901, from Louisiana, where he had constructed and operated the Pickering Lumber Company sawmill.

I was born in Cadillac, Michigan in 1893 and came to Klamathon in 1901 when our family moved there. I went to school there about one year. There was only one street to the town, along the base of the hills, buildings on one side and the river on the other.

Klamathon had thirteen saloons and we had to walk in front of every one as we went to school. When it was muddy we had to walk on the sidewalks. I remember seeing many drunks tossed out of the saloons and across the sidewalks. I've always remembered what an Evangelist preacher once said while preaching his farewell sermon in the one church in town. "When I leave, I'll shake the dust of this wicked town from my feet."

Our house and one other were the only buildings in town that were saved when Klamathon burned. The men used wet blankets to cover the roofs so they wouldn't catch fire. I remember seeing flaming boards shoot into the air, the updraft from the heat was so great. We children sat on the hillsides watching the fire, with blankets covering us and looking like little Indians.

My father had many fine tools in a large tool box in the mill, and we were nearly frightened to death, when we saw him run into the flaming mill. He was soon seen dragging it from the mill, just before the building collapsed. We still have the old tool box in the shed out back.

We moved to McCloud after Klamathon burned, where father helped construct the mill and was superintendent for three years.

Parker's Station. The southern branch of the old stage road turned off at our place and was built sometime around 1902.

At one time there was a school at Parker's, they had one room fixed up in the old Station. I think there was a school at Snow at one time, I believe Beck told me, he went to school there. Later there was a little board school at the big spring, north of the last Pokegama. The kids from Potter's used to walk over there to go to school. Later it was moved to a little flat, half way between Parker's and our place at Cold Spring.

Snow was named for old Billie Snow, who worked for me years later, where I was logging on the west side of the Upper Lake, I don't know whether he originally had a homestead at Snow or not.

The railroad at Potter's Mill ran right alongside the mill. They could dump the logs into a pond on either side, or right onto the log deck in the mill. It was a double-cut mill and could saw about 60,000 feet in 10 hours. The horse pasture lay along Long Prairie Creek, from the mill to Old Pokegama.

I remember seeing Old Blue sitting on three rails, in a little clump of pines, at Old Pokegama, as late as 1912. All the track had been torn up and hauled away years before. It was later junked in the early 40's.

We used to ski over to Pokegama once a week in the winter to get our mail.

The logging railroad at Old Pokegama went right through a little shack that answered as a round-house. They had a pit there, and a blacksmith shop where they could work on Old Blue and the log cars.

Old Blue was left about two-hundred yards south of this old building. Years later, I found the old smoke stack there and gave it to Cap Collier. (About eight years ago, Kenneth McLeod picked up, in the same general locality, what was thought to be Old Blue's headlight—Ed.).
years. Later he was superintendent of two different mills at Weed.

In December, 1910, father moved to Pokegama, where he operated the sawmill for one year, after which he went to work for the Pelican Bay Lumber Company and stayed with them until 1921. He next worked for Algoma, from 1923 on, staying with them for nine years. When father went to Pokegama, the family moved to Klamath Falls, and I have been here ever since.

I remember seeing a woman on the dam at the mill pond at Klamath Falls, catch a very large salmon in her apron. My what a struggle took place. I cannot remember whether she was Indian or not.

Transportation, Thrall to Klamath Falls . . .

Shortly after the arrival of the railroad at Pokegama, it was announced, Republican, May 7, 1903, that "A. C. Beal has just completed and delivered to Mr. Marple, of the Mammoth Stables, a fine three-seated mountain wagon. The new wagon is a beauty and will be used by Mr. Marple on his Pokegama-Klamath Falls line. It is a very roomy, comfortable appearing vehicle and will make a very valuable addition to the line. Mr. Marple intends to put on more wagons and stock to connect with the railroad in order to accommodate the increased travel."

On May 14th, Republican, it was announced that Marple "came in from Pokegama with about thirty people Tuesday. These parties are mostly from Washington, and are on their way to the timber north of here. Mr. Marple states that it is keeping all the conveyances in town busy to accommodate the immense increase in travel this summer. He expects about fourteen more people in today. This is bound to be a banner year for Klamath County as every stage is more than over-crowded with people, who are seeking timber, and lands for homesteads and farms."

At the same time, it was also announced that "the higher and lower courts, represented by Judges Benson and Baldwin made a trip to Pokegama Saturday. Judge Baldwin was looking after the new road which will have to be built to connect with the railroad. He reports that with the expense of about $300 in cutting out the windfalls and removing some rocks, the road will be in first class shape. While away he secured some very fine views along the new scenic railway. (Among the pictures taken by Mr. Baldwin, may be some of those printed in this issue of Klamath Echoes—Ed.)"

Two weeks later, May 28th, Republican, the following was printed: "Any one who has not had an opportunity to make the trip can gain a fair idea of the wondrous scenery in store for the traveler over the Klamath Lake Railroad, from the views which were taken this summer and are now being shown at Baldwin’s Studio.

"Pokegama, or the village of tents, is practically constructed of canvas. The apartments are walled up about five feet high and the tents nailed close to the wall all around. They all have good floors, good beds with plenty of bedding and a stove in each tent. There are ample accommodations for at least forty people over night and excellent meals for any number.

Stages are run daily both ways between the Terminus and Klamath Falls, those leaving here at 8:30 o’clock in the morning arrive at Pokegama at 4:00 in the afternoon, with a rest of an hour or more at Chase’s Station, for dinner."

On June 18th, the Republican printed the following time table for the railroad, that had gone into effect "on and after" May 11, 1903.

"No. 3 Westbound
Leave Pokegama, Oregon . . . . 7:30 a.m.
" Junction (Snow to Old)
" Pokegama . . . . . . . . . . . . . . . . . . . 7:40
" Upper Switchback . . . . . . . . 8:20
" Fall Creek Spur . . . . . . . . . . 9:10
" Steel Bridge . . . . . . . . . . . . . . . . 9:30"
New Pokegama, 1903-1908, freight and stage terminal to Klamath Falls. Waiting room and Western Stage office at right.

Arrives at Laird, California, to connect with Southern Pacific day trains at 10:15 a.m.

No. 3 Eastbound

Leaves Laird, California, after arrival of Southern Pacific day trains at 4:00 p.m.

Leaves Steel Bridge 4:45

Leaves Fall Creek Spur 5:05 p.m.

" Upper Switchback 5:50 "

" Junction 6:30 "

Arrives at Pokegama 6:40 "

"Freight rates from Laird to Pokegama, were reported as being 40 cents per hundred in less than carload lots, and 25 cents per hundred in car lots."

It was also stated that "there is a large warehouse at Pokegama, and freight will be properly taken care of and forwarded to all points free of forwarding charges."

Then on August 13th, Republican, another schedule was printed, this time for two trains, that had gone into effect June 3, 1903:

<table>
<thead>
<tr>
<th>West</th>
<th>No. 1</th>
<th>No. 3</th>
<th>Daily Passenger</th>
<th>East</th>
<th>No. 4</th>
<th>No. 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.M.</td>
<td>P.M.</td>
<td>P.M.</td>
<td>P.M.</td>
<td>P.M.</td>
<td>P.M.</td>
<td></td>
</tr>
<tr>
<td>Pokegama</td>
<td>6:30</td>
<td>9:30</td>
<td>9:36</td>
<td>Summit</td>
<td>6:29</td>
<td></td>
</tr>
<tr>
<td>(Grizzly Mountain)</td>
<td>6:05</td>
<td>9:51</td>
<td>9:51</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Switch-back</td>
<td>5:35</td>
<td>10:13</td>
<td>10:17</td>
<td>Lower Switch-back</td>
<td>5:31</td>
<td></td>
</tr>
<tr>
<td>Lower</td>
<td>2:30</td>
<td>10:22</td>
<td>10:22</td>
<td>Hot Springs Station</td>
<td>2:29</td>
<td></td>
</tr>
<tr>
<td>2:35 Fall Creek Spur</td>
<td>5:09</td>
<td>10:43</td>
<td>2:51</td>
<td>Steel Bridge</td>
<td>4:45</td>
<td></td>
</tr>
<tr>
<td>1:15 Laird</td>
<td>4:00</td>
<td>11:28</td>
<td>3:36</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Upper Switch-back on the Klamath Lake Railroad, about the 1903 period. The engine on the middle track is No. 1254. Engine on the lower track may be the "Three Spot."

It would seem from this schedule, that trains were divided into passenger and freight sections, or at least into two sections, between Laird and Hot Spring Station below the switch-backs. But, between Hot Spring Station and Pokegama, the trains would have been mixed. Would this have been because of load limits across the steel bridge and the high trestle over Fall Creek?

On August 13th, Republican, it was stated that "Pokegama presented quite a lively appearance Sunday morning. Teams with passengers from Klamath Falls kept arriving at all hours, during the night. Charley Marple left the Falls with a load of passengers at 1 o'clock and arrived at Pokegama at 7 o'clock in the morning, making the trip in six hours. Twenty-five passengers left on the morning train for Lairds."

Somewhat reminiscent of reports circulated even in our present day, is an article printed in the Republican of September 3, 1903. "Ashland and other valley papers have spread the report that the Klamath Lake Railroad Co. would discontinue their passenger service after September 1. This seems to have been gotten up purely and simply with the object of trying to divert some of the travel into Klamath County by way of Ashland and we believe must have originated with the Ashland Stage Company. At any rate it appears to be a deliberate lie on the part of someone. For the benefit of our subscribers and the traveling public, we wrote the Klamath Lake R. R. Co. and received replies from Dean Mason of Pokegama and Hervey Lindley who is at present in San Francisco which were in substance as follows:

"We beg to acknowledge your favor of the 24th inst., with a clipping from the Ashland paper in regard to this road, which we had heard of but had not seen the article, and thank you for the kindly interest you have taken in the matter. You have sized up the situation exactly, as the Ashland people are more than eager to stop the business that is drifting from them. We never had any idea of discontinuing; we
are running the trains as usual and intend to put on a first class passenger coach soon and also improve the service very much."

Next, on December 3rd, Republican, Hervey Lindley was reported as saying "that the open cars which have been in service on his road from Laird to Pokegama since the trains began to run, will be superceded in a few days by a comfortable combination passenger and baggage coach."

In the beginning and possibly at other times, a flat car with flimsy, temporary railings and wooden benches or boxes for seats, may have been used as a passenger coach. Several pictures are in existence to bear out this statement. However, the main mode of passenger transportation, in those early months, was an open box car, also with wooden benches or boxes for seats. Here again pictures, plus the statements of many of our old timers, bear out this statement.

Later, date unknown, but sometime after December 3, 1903 and no later than May 15, 1904, a combination coach replaced the box car. On Sunday, May 15th, see the Republican of May 19th, the combination caught fire while the train was climbing the switch-backs. "When near the end of the switch-back smoke was discovered in one end of the car and on removing some of the mail sacks, the entire end of the car was discovered to be on fire. The train was stopped as soon as possible and contents of the car removed but not before considerable damage was done to the freight, express matter and mail. A quantity of goods that was on board for some of our merchants was completely destroyed and several mail sacks burned and their contents badly scorched. The railroad company has assumed all the damages and have already settled with most of the losers. Quite a number of passengers were aboard, among them some
ladies, who were badly scared.”

It may have been, that after this fire, a box car was again pressed into service for some unknown length of time, or until the damage to the combination coach was repaired.

In the meantime, Republican of March 3, 1904, Lindley spent several days in Klamath Falls, and agreed to extend the railroad to that place, by not later than January 1, 1906, if the people of the county would supply a subsidy of $150,000. Nothing came of this proposal, but on May 19th, it was announced that “the Weed Railroad is laying one-fourth mile of track daily toward Grass Lake, no grades, no switch-barks and practically level to Klamath Falls . . .” It may well have been that similar reports had previously reached Klamath Falls, and so its citizens were less receptive to Klamath Lake Railroad proposals than in the past.

On April 11, 1904, a post office called Thrall, was established at the former site of the locality known as Laird, but was closed October 15th. It was reopened February 17, 1905 and remained in operation until April 30, 1914, when it was closed to Agar. (California Post Offices.)

On July 14, 1904, a new railroad schedule was released, that had gone into effect May 18th

4:00 p.m. Thall
4:25 Bogus (Creek)
4:45 Steel Bridge
5:05 Fall Creek
5:15 (Klamath Springs)
6:20 (Dixie)
6:35 (Long Prairie Creek)

Also given in the same issue, was a re-
port given that freight coming through Pokegama averaged 500 tons per month, at an average shipping cost of "something more than $20 per ton." If true, this meant an average of about 17 tons per day, and at an average of about 4 tons per freight team, from 3 to 5 freight teams, depending upon size, starting out each day, each way. Figuring five days to the round trip, between Klamath Falls and Pokegama, there were probably 20, 25, or even 30 teams on the road at all times, going and coming. Of course, this was probably for the summer months only.

Staging and freighting news during the remainder of 1904 seems to have become "old hat." Little can be found in the old newspaper files, except a few accidents and time schedules:

Republican, September 8th, "Stage to Pokegama upon leaving town upset. Bob Garrett driver, fractures arm. No passengers hurt."

Republican, September 15th: "Time of mail to Lakeview; Portland to Thrall—19 hours, 24 minutes; Thrall lay over 12 hours, 6 minutes; Thrall to Pokegama—2 hours; Pokegama lay over 11 hours; Pokegama to Klamath Falls—7 hours; Klamath Falls lay over 19 hours; Klamath Falls to Lakeview—33 hours; Total 51 hours, 24 minutes. Lay overs, 42 hours, 6 minutes. Total 93 hours, 30 minutes."

Republican, September 22nd: "Series of accidents to Oregon Stage employees, Bob Garrett arm broken, William Mesner broke leg in assisting to move a piano, and John Barrett at Pokegama badly injured when kicked in the face by a horse."

For 1905, the big news story was the arrival in Klamath Falls, of Governor George E. Chamberlain, of the State of Oregon, on November 2nd. His arrival was described in the Republican of November 9th: "With flags flying, whistles blowing, the band playing and nearly the entire population of Klamath Falls crowding the docks and bridge, to catch the first glimpse of the Governor, the first Governor to visit Klamath County, stepped from the gang plank of the steamer Klamath at half past four Thursday afternoon.

—Maude Baldwin photo

One of McIntire's eight mule team freighters on Main Street in Klamath Falls.

67.
"Governor Chamberlain was met at Pokegama by private conveyance and conveyed to Keno. Accompanying the Governor was Adjutant General Finzer, of the Oregon National Guard, and State Game Warden Baker. A large delegation of citizens and members of the Chamber of Commerce went to Keno on the steamer Klamath to receive the Governor's party. Among the delegation were the reception committee consisting of Geo. T. Baldwin, president of the Chamber of Commerce, Col. M. G. Wilkins, Alex Martin Jr., and B. St. Geo. Bishop, Judge H. L. Benson, Hon. S. B. Huston, Capt. J. W. Siemens and others.

"As the steamer came within view of the city, it was the signal for all of the mills to start their whistles blowing. This was kept up almost continuously until the dock was reached. The Governor was then escorted to the Lakeside Inn, distributing handshakes and greetings to everyone along the way...."

Two weeks later, on November 16th, the Republican reported that, "Mr. Richardson, who has charge of the office at Pokegama, was communicated with yesterday and confirmed the report of the sale of the former Cook interests to The Weyerhaeuser Timber Company, and further stated that the carrying of all mails, freight and passengers was to be discontinued after the first of the year by the new management."

What actually took place following this announcement is unknown, but shortly thereafter, Richardson seems to have been replaced.

According to an article in the 1965 Siskiyou Pioneer by Marie Abbott Beebe, her father, E. T. Abbott was asked by the
"Weyerhaeuser Company to manage the Klamath Lake Railroad, and to survey a continuance of that line to Klamath Falls."

"... the Weyerhaeuser Company soon abandoned its plan of extending its little railroad to Klamath Falls" as the Southern Pacific commenced its new line on from Weed. Abbott was the manager of the Klamath Lake Railroad for six years. During that time he lived both at Thrall and Pokegama.

"The little train made only one round trip each day to Pokegama so usually passengers had to stay all night at the Thrall Hotel."

"The train consisted of engine, tender piled high with wood for fuel and the passenger coach boasting dark red plush seats."

"The most exciting part of this slow trip to Klamath Falls was the arising in the cold morning at Pokegama to get into the cold six horse stage that left at 3:00 a.m. This was a six hour and as bumpy a trip as a western movie shows one to be, ...

"My father had a snug little cottage with a huge fireplace built for us to which we moved from Thrall."

"This then was the end of my father's 'surveying' job that had turned into six years of railroading. We returned to Minneapolis, he to resume his office."

On February 8th, 1906, the Republican reported: "B. F. Nichols arrived last night with a load of freight from Pokegama, having made the trip in six days. He was loaded for the Driscoll Mercantile Company (of Bonanza—Ed.), who are alive to business and bound to keep the necessities of life if it does take winter freight to keep supplied."

—Maude Baldwin photo

The mountain wagon used by R. W. Marple on the Pokegama-Klamath Falls run, crossing Edge Creek at Pokegama.
The same paper also reported: "J. A. Parker, of Bly, arrived last night from the railroad with his daughter, Bertha Bell, from Washington, who has come home for a visit. They departed for Bly this morning both glad to get so near home at this time of year. Mr. Parker was principally raised on the mountain between Klamath Falls and Ashland and has resided in Klamath County ever since it existed under that name. He reports the roads in a worse condition than he has ever seen them during his residence here."

Then on March 8th, "George Dukes, stage driver between Klamath Falls and Pokegama, had the two middle fingers of each hand and both ears frozen Sunday, while making the trip from Pokegama. He did not realize the condition until he reached the stables. Dr. Masten was called in, and the latest report is he will not lose his fingers, as was thought at first. His place is being filled by 'Good-Roads' Decker, the old warhorse of stagemdom."

As stated before, the newspaper files for the remainder of 1906 are missing. All was not a bed of roses for those who handled transportation matters in 1907, nor for those who were compelled to travel during the winter months, witness the following, January 17th:

"As will be seen by the schedule published elsewhere in this issue, there is to be another change in the arrival and departure of trains at Pokegama and Thrall. The grumbling that has at all times been manifested by those who were obliged to get out of a warm bed at 4 o'clock in the morning in order to take the stage has grown into a vigorous and vehement protest against the necessity of leaving here at 1 o'clock in order to make connections at Pokegama and avoid the remaining in that place overnight. There is a serious question in the minds of the Navigation company as to whether they will run their boat to Keno if this schedule is maintained, as it is a difficult matter to navigate the river between here and Keno. Should this company determine to withdraw from this service, it will necessitate the making of the entire trip by stage, and most of that during the night.

"There is at hand only one reason for this change in the schedule of the railroad, and whether that reason is a correct one can only be surmised. Mr. Abbott, manager of the railroad, has also the supervision of the hotel at Thrall, and the accusation has often been made that he operated the railroad for the enhancement of the hostelry. Of course this charge is ridiculous, . . . ."

On January 24th, another accident was reported, "While on his way to Pokegama last Thursday afternoon, J. L. Pitchford was thrown from his wagon and very seriously injured. The front wheel passed over his head and when the wagon was brought to a standstill, the hind wheel was resting on his body. Dr. Cartwright was summoned and it was at first thought that there was little hope for the recovery of the injured man. Careful attention, however, has resulted in his recovery and all fear of a fatal termination of the accident has passed."

To complicate matters further, for some time a war for business, between rival transportation companies, had seemed imminent, but by February 21st, "the dove of peace once more flew over the scene," which was reported as follows: "The passenger traffic will be divided between the Oregon Stage Company and a new corporation that is to be organized out of the Navigation Company, and in which W. R. Davis will be in control. This company will have the boat end of the proposition. If the stage company buys the equipment of the Lakeshore Stage Company, then it will have no competitor in the field, but if not, then there will be a stage line from both Pokegama and Grass Lake. The California-Northeastern (the Weed extension—Ed.) is not going to be left out in the cold, for Davis has adopted that child and is not going to disown it."

"The freighting part of it is to be taken care of by General Manager Abbott and
Capt. McIntire. These gentlemen will practically have control of the Klamath Lake Railroad and will forward all freight direct to this city. This will not shut out the Klamath Falls and Pokegama Transfer Co., but freight turned over to this company may be assessed with forwarding charges the same as is charged at Ager...

On March 14th, it was announced that W. R. Davis had bought the Mammoth Stables on this end of the Pokegama run and H. W. Straw was in charge. McIntire now controlled the freight lines.

April 4th: "The heaviest mail in the history of this city arrived here Monday night, there being 150 sacks. The force in the post office was kept busy nearly all of Monday night and all day Tuesday disposing of it, the delivery window being opened from time to time to hand out mail and attend to money order business. The cause of so much mail coming at one time is attributed to the recent railroad blockade."

May 30th, it was announced that George Galbreath, stage driver, had been killed on the 29th, in a stage wreck at the base of the hill, about one mile east of Chase stage station. The stage was smashed to "kindling" and two other men, employees also, of the stage company, were severely injured, C. L. York and Charley Scott. Two others escaped with either bruises or no injuries, James Murphy and Nick Caris.

The same issue further announced that H. W. Straw, in some sort of strategic move in the war of stages, not now apparent, had started a new line to the old railroad point
of Ager.

June 20th: The McIntire Transfer Company leased the Spencer Creek station from a Mr. Wright, with the intention of making it a stopping place.

By September 26th, F. A. Autenreith was in charge of traffic for the W. R. Davis transportation interests. All stage lines were now connecting with the Steamer Klamath, at Teter’s Landing, both those from Pokegama and those from the end of the approaching railroad from Weed.

Republican, March 19, 1908: “Twenty-three people arrived from Pokegama, Saturday, two extra stages having been sent after them. This is the first lot of homeseekers for Klamath County to take advantage of the colonists rates, which went into effect on March 1. It is reported that from now on a large number of homeseekers are expected almost daily. Some of these parties were here last summer and purchased property and are now returning with a number of their neighbors and friends.”

April 2nd: “Again the powers that be in transportation matters, will meet in conference with the Southern Pacific officials in San Francisco to determine upon a freight service for this city. The meeting will occur within the next four days and will be attended by representatives of the McIntire Transportation Co. and the Klamath Falls Transportation Co. Capt. J. M. McIntire will represent the former and it is understood that W. R. Davis will be there to look out after the latter company. This conference is held at the request of the Southern Pacific, and is for the purpose of securing a through freight service to this city, which is very much desired by the railroad company. The California-Northeastern will be at Dorris on May 1st,
and if Southern Pacific has its way about it the Pokegama line will be discontinued at that time. A through rate, whereby the Southern Pacific will deliver freight at the store door or warehouse, will go into effect at that time over the new road. The conference between the railroad officials and the local transportation company managers is to determine which company will haul the freight from Dorris to this city for the Southern Pacific.

"If the McIntire Company should be selected then it is very probable that the Pokegama route will be discontinued, but if the other company is chosen it is hard to tell what will become of that line. The two companies seem to be at dagger points and it has been said that there can be no mutual agreement."

After McIntire returned from San Francisco, it soon became apparent that he had received the blessings of the Southern Pacific, if that was not already a foregone conclusion, so the Republican of April 16th, announced in part: "The new freight rate will be the same from Portland to this city as from San Francisco, and it is lower on every class than it was via Thrall and Pokegama. The rates that will go into effect when the train service is established to Dorris are as follows:

"First class per cwt., $2.29; 2nd, $2.09; 3d, $1.91; 4th, $1.75; 5th, $1.65; Class "A", $1.65; "B" per ton $27.20; "C", $23.40; "D", $22.20; "E", $22.20."

"The old rates via Thrall are as follows, the classes being in the same order as those above: $2.54, $2.30, $2.14, $1.91, $1.80, $1.80, $36.00, $30.70, $25.70, $23.10."

The McIntire company now had complete control of all freight traffic into Klamath Falls, as long as Dorris remained the terminus of the railroad.

April 30th: "The McIntire-Straw Stage Company, which has been giving very efficient through stage service to Pokegama for the past few months, has concluded to invade the new field and beginning on May 1st will begin the operation of a stage line from this city to Dorris."

May 14th: "Considerable freight is still coming via Pokegama. Two carloads were landed there today. The McIntire Company will maintain offices there for at least two months longer."

May 21st: "The McIntire-Straw stages to Pokegama will stop after Tuesday (May 26th—Ed.)."

May 28th: "The Express Company has managed to change its business to the new route in order to give Klamath Falls the advantage of a better service, but the Government has made no progress that is perceptible towards having the mail which is far more important, changed over. The mail arrived here from Pokegama about 3 o'clock this afternoon. According to E. T. Abbott this will be a regular thing. It will arrive at Pokegama about 7 p.m. and will remain there until the following morning when it will be brought on to this city. At this time of the year it is impossible to run a night service as in places the roads are almost impassable during the day. Until the transfer is made to Dorris this city will have an afternoon service, but the time of departure will be the same as heretofore. In some respects the new schedule will expedite mails, but in others it will cause a delay of almost twenty-four house. It would be to the interests of this city to have the mail route changed and there is no occasion for the delay in affecting the change. Several weeks ago the route inspector recommended that the transfer be made, but it seems that his recommendation reached a waste basket instead of the Department. At least nothing more has been heard of it. The mail should arrive here with the express for as it is it is quicker to send by Wells-Fargo than it is to use the mails."

The first mail, by way of the new railroad from Weed to railhead at Dorris, seems to have arrived in Klamath Falls, on June 1, 1908, via Teeters Landing and the Steamer Klamath. (Klamath Echoes 1965, Page 50.).

The usual procedure for a town or business center, when losing its livelihood
"Ocheltie" party at Pokegama. Nothing more is known.
in those days, seems to have been to burn. Pokegama was no exception. The Republican of September 10, 1908 reports: "Fire practically wiped out Pokegama, the terminus of the Klamath Lake Railroad in Klamath County, Friday night. The depot, warehouse, store, post office and offices of the Algoma Lumber Company were burned to the ground. The loss of goods will amount to $4,000 and the buildings were worth $5,000.

"The fire started at 5:30 Friday evening and was caused by the explosion of a gasoline tank. E. T. Abbott, General Manager of the road, states that he was filling two five gallon cans with gasoline from a tank. He had filled one of the cans and was just returning with the second one, when he noticed a flame of fire coming from the tank. The gasoline was scattered over the building and it spread in an instant. Mr. Abbott was not more than four feet from the tank when the fire started, and it is considered miraculous that he was not burned. He says that he is unable to explain how he escaped. There was no fire anywhere around and Mr. Abbott says he was the only person in the vicinity when the fire started.

"Quite an amount of freight was stored in the warehouse, which had not been taken away since the freight teams were taken off the road. This was a total loss. It is estimated that the value of the freight would amount to $1,200 to $1,500. The Algoma Lumber Company had about a $2,500 stock of supplies in their warehouse.

With this fire, the story of freighting and staging between Pokegama and Klamath Falls is about wrapped up.

Commencing January 1, 1909, stage and freight lines were abolished, and an all boat service was established between Ady, end of the railroad, and Klamath Falls.

On January 21st, it was announced that Bob Garrett and John Louden had taken sixteen stage horses belonging to W. R. Davis, to the Ady ranch near Midland to place on pasture.

A week later, January 28th, it was announced that McIntire's teams were all being kept at the Stearns ranch.

Then on February 4th, it was reported: "The McIntire Transportation Company has brought all its heavy freight wagons to this city, where the beds are to be removed. The wagons with the canvas are to be shipped to Los Angeles, where Mr. McIntire has a contract for hauling cement, gravel, etc., on the 200 mile ditch which the city of Los Angeles is constructing to furnish water to the city. The McIntire Company owns 60 head of horses

The end of an era. Pokegama stages no longer used, stored on shore of Lake Ewauna, probably in 1908.
As Told to Me...

by Charlie Biehn

When I came here, Ashland was the end of the railroad. That was in 1886, when I was seven years old. I was born at Sandy, Oregon, in 1879.

We lived at Swan Lake in my younger days, and I went to school there. School only ran for three months out of the year. I only had to walk about one mile, while some of the kids, the Liskeys, Schmorrs and others had to walk three or four or even more. The school was about the middle of the valley.

I once tried to get a job at Snow. I was just a kid and didn't know anything about logging so didn't get on. I did ride Old Blue down to the head of the log chute though.

I was about twenty-two when I started driving to Pokegama. Before that I had driven a freight team to Ager a few times, and made a few trips to Ashland after flour. Martins had a flour mill here, but had no wheat. They also had a mill at Keno, but no wheat there either. They finally built in the wheat country, down at Merrill.

I only drove stage, part time, sort of a relief driver. I didn't like it because one night you would stay at Pokegama and the next night at Klamath Falls, and that way I couldn't see my girl who lived half way between. She was an Anderson.

When I freighted, we always stayed at Chase's Station, both going and coming. That way I could see my girl, you see the old Anderson place was only about three miles away.

It took us five days to make the round trip to Pokegama. From Klamath Falls we reached Chase's the first night and then reached Pokegama about noon the next day and load up in the afternoon. Sometimes, though, it would take us till ten or eleven. We stayed all night at Pokegama. Stayed in tents, as there were no buildings there at that time. Well, there were a couple, a good depot-freight warehouse, an open freight platform and an office building. Oh yes, I believe the barn was made of lumber.

We always left Pokegama as early as we could—usually about 6:30, right after breakfast. Would make Chase's that night, then usually on in to the Falls the next day. Always went by Chase's in the summer, but sometimes around by Spencer Creek in the winter. It was two miles closer by Chase's. In the winter, we would stop overnight at Gene Spencer's or sometimes I would make it to the Anderson place so I could visit my girl. The next day we would reach Keno or Emmitt's ranch, depending on which way we were going or the condition of the road. I always would rather stay at Emmitt's, they furnished better food to eat. The next day we would make it on into Klamath Falls.

When I quit driving stage, George Potter took my place. There was a brown horse in the team that was a son-of-a-gun, real mean. They could never shoe any of the horses without throwing and tying them.

I remember George Galbreath was taking out a stage load of dead-heads, fellows
who had been working in this country, and was showing how fast he could drive. When he went down Chase Hill, the road divided into several branches and he was going so fast he didn't know which one to take. The stage hit a big pine tree and Galbreath was killed.

I remember another accident. We wouldn't whip the horses as much as Travis the manager of the stage company wanted, so he went to Yellowstone Park and hired two drivers from the line up there. One of these fellows on his first trip was driving too fast when he hit the approach to the bridge west of Chase's. Tried to slam on the brake, but the Jacob's staff broke and the stage rolled over. Nobody was seriously hurt but Travis had to settle up for the damages and that ended those fellows.

We called the bridge west of Chase's the "Dam" Bridge. At first the wagon bridge was built on top of the dam, then after the dam rotted so much it was unsafe, the bridge was built in front of the dam.

The pull off the "Dam" Bridge was the worst we had on the road. Sometimes if we accidentally loaded too heavy at Pokegama, we would drop our trailer wagon if we were alone and take them up one at a time. If another freighter was along we would double team up the pitch.

I hauled in the first launch ever brought in, I think it belonged to B. St. George Bishop. I brought in two others later, at one time. I double decked them.

I drove McIntire's ten-mule team just a trip or two, to relieve Lum Lowdan the regular driver.

The largest stage coach on the run from Pokegama could haul seventeen people, nine inside, two on the front dickie seat, two on top and two on the back dickie. It was owned by Travis and he used six horses on it. There was never enough business on the Ager or Ashland run for a stage this large.

Joe Moore freighted on both the Ager and Pokegama roads and was a better driver than his brother Jim, who used to whoop and holler, and get his team excited on the hills. Joe married Mrs. Beale, who lived near the west end of the Link River Bridge. Jim went to Corning, California, from here and was killed in a lumber yard down there. Joe Moore used to get drunk, and if he decided to turn his team around, he didn't care where it was but would turn anywhere.

I never owned my own freight team, always drove for someone else. I quit driving a year or so before the railroad came in. I wanted to get married and get a better paid job so I quit. Some fellows would get married and then live with their folks, but I wanted to be able to support a wife myself.

At one time Henry Straw ran the Mammoth Livery Stable, on Main street. He used to send rigs out to Pokegama to pick up people who didn't want to ride on the stage. I drove those some.

Gene Spencer took up a homestead at the foot of Hayden Mountain, where he kept a stage station. Quint Anderson, no relation to the other Andersons, had a homestead between the Spencer Station and the Anderson ranch, but never kept freighters. He later moved to Bly, I think.

I rode the old Pokegama railroad when the passenger coach was a box car. Later I rode it when they had a passenger coach, which seems to me had only about half the space for passengers that a regular coach did. (The old combination coach—Editor).

Ed Way was the conductor of this train and I remember one time, two huskies got on at Pokegama and when Ed came around, refused to pay. Ed didn't say anything, but when they got down the line several miles, signaled the engineer to stop the train. Then very nice he invited the two fellows to look at the scenery. When they came to look, Ed pushed one off the train, and kicked the other off.

Charlie Adams used to run the old trolley here. Would only make one trip a day at times. He lived out on Conger
Avenue, and would come down to one of the saloons and play solo all day, then drive home in the evening.

As Told to Me...

by Ray Hunsaker

I started driving one of my father's freight teams when I was fourteen or fifteen years old. He had three or so very fine teams. We were freighting from Ager then, it was just before the railroad reached Pokegama. I was born in 1890.

From Ager our first stop was Bogus, run by Bloomingcamp, over some very rough dobe roads. At certain times of the year when the dobe was tough, we had to clean the wagon wheels every little ways. We carried dobe sticks, made out of a pick candle, flattened on the large end and kept greased, to clean the wheels.

Our next stop was usually the Parks or Snacken burg ranches. The next stop was the Kerwin ranch near the foot of Topsy grade. We always tried to pull Topsy Grade early of a morning, while it was cool. We never uncoupled our wagons, usually loaded so we didn't have to. Sometimes though, we had to double our teams. I ruined a fine mare once on Topsy. "Curved" her. She was high spirited, slipped on the rocks and ruined her hind legs.

Another stop for us was at Charlie Elgin's place at the top of Topsy Grade. He and his mother ran it. Next was Chase's and then on into Klamath Falls. We never stopped at Keno.

After Pokegama opened up we freighted from there. We brought in the old trolley from Pokegama. Loaded it on a logging wagon and came right in without any trouble. Henry Stout drove our four-horse team on this haul.

After the railroad reached Bray, we freighted from there to Teeter's Landing, and the Steamer Klamath brought the freight in the rest of the way.

After we pulled off the old freight roads, I used to freight over the Old Fort Road to Ft. Klamath.

I also drove drummers around the country, Merrill, Bonanza, and Lakeview. (To the present generation: a drummer was a traveling salesman, who carried his samples with him to display to prospective purchasers—Ed.). I used an old stage and four horses.

Bill Hill was an old time driver. John Bateman, Joe and Jim Moore, freighted mostly from Ager, although they did some from Pokegama. McInre was mostly from Pokegama and the end of the railroad coming in from Weed.

Algoma Mill at Pokegama...

Shortly before the Republican of May 21, 1908 had announced the end of freighting and staging from Pokegama, another issue of the same paper, that of April 16th, reported the following: "A large sawmill is being built at Pokegama. About twenty-five men are now employed on the building and it is stated that the mill will be in operation by the first day of July."

It seems that the Algoma Lumber Company, owned by the Faye Fruit Company and E. J. Grant, had bought cutting rights of several million feet in the Pokegama area (Lumbering in Klamath by Lamb; The Siskiyou Pioneer, 1965). The mill was built approximately three-fourths of a mile south of the depot site at Pokegama. A spur track connected the plant with the Klamath Lake Railroad. The company also had a short line running into their holdings, of which some of the equipment, judging from pictures, may have been moved from the old Pokegama Sugar Pine Lumber Company's logging railroad a short distance to the west.

Newspaper references to Pokegama, from this time on, are very few. One, on July 1, 1909, Republican, announced that "the
employees of the Klamath Lake Railway and the Algoma Lumber Company and their friends and neighbors will unite in a celebration of the Fourth of July at Pokegama Monday, July 5th. Log rolling in the mill pond, baseball, foot races, with fireworks and a dance in the evening are among the features of the day's program. The committee in charge is composed of H. L. Swift, Jos. Frazelle, G. C. Alvey and W. A. Brown.

Late that fall, November 18th, it was reported that Uel M. Bussey, teacher at Pokegama, had died.

Exactly when the mill ceased operations has not been definitely established, although it can probably be closely approximated.

(Lumbering in Klamath, by W. E. Lamb), states: "In 1910 (1908 above established—Ed.) the Algoma Lumber Co. built a large mill at Pokegama, which ran three seasons and shut down in 1912 (probably late 1911, if the 'three seasons' is correct — Ed.) Operation of the railroad was then discontinued . . . The Algoma Lumber Company then moved their machinery from Pokegama and built a mill (at Algoma—Ed.) . . ."

Hal Ogle, stationed at Potter's Mill in 1911 and Pokegama in 1912, thinks that both mills were probably dismantled sometime during the summer of 1911.

The Republican of May 9, 1910 somewhat clears Mr. Lamb's statements by establishing the beginning of operations at Algoma by reporting, "the mill will begin sawing about August 1st."

It therefore seems that the Algoma saw-mill operations ceased at Pokegama, sometime before August 1, 1910.

Three years later, on October 16, 1913,
the Republican wrote: "Some two or three years ago, when Krebs Brothers bought 2,300 acres of land near Pokegama from which the timber had been cut, from the Algoma Lumber Company, people wondered for what purpose this immense tract of land had been secured.

"A few days ago a crew of laborers commenced the task of clearing away the underbrush on this same tract, and speculation was again rife as to what end the owners had in view.

"Now comes the information that Alluvial Land Company, which same is owned by Krebs Brothers—will inaugurate a colonization project on this tract early in the coming spring. It is surmised that preparations have already been made for an influx of German colonists, though the manager of the Alluvial Land Company declares that when the tract is prepared for home seekers it will be available to settlers of any and all nationalities.

"The German colonist idea may have arisen from the fact that a man from Germany, purporting to represent a number of his compatriots, who will arrive in America next spring, has been in consultation with the Alluvial Land Company's head office at Salem, and with the managers of the Alluvial Land Company, visited the tract of land at Pokegama."

Next, on July 29, 1916, the Alluvial Land Company, Conrad Krebs, President, and H. M. Dickerson, Secretary, gave a "Corporation Warranty Deed" to the Pokegama Livestock Company on some 1080 acres for $2,500.00.

Finally, Weyerhaeuser Timber Company commenced logging operations at Camp 4, in the northern portions of the Pokegama country, and near the Klamath Falls-Ashland Highway, during the spring or summer of 1937. They maintained a continuous logging operation in the area until the summer of 1954. At least we know the cook house at the camp was closed in July, 1954. The rails on the logging road may have been taken up during 1955. Any logging carried on later, in the area, was...
As Told to Me...

by Hal Ogle

The first year, 1910, I worked for the old Klamath-Lake Counties Fire Patrol Association, I was stationed at Keno for a few days. After that, I went to Jenny Creek and was there the whole season, except for a few days, when I went to Potter's Mill to help the fire patrolman there.

In 1911, I was stationed at Potter's Mill the entire season, all alone. I lived in an old house that was still standing there then. I imagine I arrived there about June 1st.

I remember they steamed up the old sawmill, which was still standing. I suppose, to see what kind of condition the equipment was in, before dismantling. The railroad was still there, because I can remember them hauling out the old mill machinery.

In 1912, I was stationed at Pokegama with Ray Hackard. We lived in the old depot that season. They began tearing up the tracks about the time we moved in. The Algoma sawmill was gone, so I suppose they dismantled it at about the same time they did Potter's Mill, in 1911.

Possibly the July 4, 1909 celebration at Pokegama.
I remember Jack Kimball told me that Abbott disliked him, and would not let him ride on the train unless he paid. Got quite a kick out of it. You see, Weyerhaeuser owned the railroad and Kimball was in charge of the Fire Association and looked after the Weyerhaeuser timber.

They moved some of the old buildings from Potter's to Dixie on Long Prairie Creek. Then when the big fire in California jumped across the state line, it burned most of them.

As Told to Me...
by Vera (Frain) Clemmens

I first rode on the old Klamath Lake Railroad in about 1905 or '06. My uncle, Ed Way, was the conductor on the train. At that time, he lived in Thrall. We rode our horses to Pokegama, left them there, and went by train to Thrall. I was a privileged character, because my uncle worked on the train, I got to ride in the engine.

I went to school at Pokegama for part of the 1909 season, Mom went over also, to take care of me. The next two years, 1910 and 1911, I stayed with my Uncle Ed, who had moved up there by that time. He lived near the Algoma Mill, and kept the post office in their house.

My folks used to sell supplies to the people at Pokegama, meat, eggs, garden stuff and most everything. Dad delivered ducks and chickens to the Chinese cooks, who objected to the dressed product. "We like um live."

I remember once (probably the July 5, 1909 celebration—Ed.), we walked from home to Pokegama, 7 miles, then danced all night, and went to the foot races, log rolling and baseball game the next day, then walked the 7 miles home. The ball game was between Klamath River and Montague. Bill Hoover, my Uncle Rod Frain, and my Dad played for Klamath River. We won, too. The women folks of the two teams almost got in a fight, had a real tongue-lashing.

On Saturday nights, while I lived at Pokegama, we used to take the Helen Grant (Engine #1254, of the Klamath Lake Railroad, named for the wife of E. J. Grant, one of the owners of the saw-mill—Ed.), and ride to the top of the bluff on the logging road, from where we could see the buildings at the mouth of Shovel Creek. We then had to walk two and a half miles, down the hill and cross the river on a foot bridge. We would dance all night in the old Billiard Hall at Beswick, then climb back up the hill two and a half miles, board the engine again and ride back to the mill at Pokegama. We rode in the tender, some on the wood, some on benches, some stood up, and some rode in the cab, but we had a lot of fun.

Some of the teachers at Pokegama were Ethel Wentz, Uel Bussey, a man by the name of Hall, who beat Frankie Nosler with a hose until he injured him, Abe Hendegard and a man named Arnold.

Final Days of Pokegama Utilities....

The final chapter in the Pokegama story deals with the activities of the predecessors of the Pacific Power & Light Company. When the power idea was first conceived is unknown, but it has been written that the first small unit was built in 1901. (Siskiyou County Yearbook, 1949. Page 29.) Materials and machinery were freighted in by wagon.

Regardless of what may have been done in the past, we do know that on August 7, 1902, the Republican reprinted the following from the Journal: "Jesse Churchill and Hubert Steele are now getting plans made for their electric plant at Fall Creek on the Klamath River, which with about 700-foot fall, they expect to develop 2,000
No. 7, the Shay engine used by the Klamath Lake Railroad on the Copco Spur, hauling in the upper half of the generator frame, which contained the armature coils, for Copco Dam No. 1.

to 2,500 horse power. The water is to be taken out from above the falls, which will diminish the quantity of water dropping down a distance of over 150 feet at one point and falls lower down. The new railroad will pass close by the falls, on which apparatus and pipe can be hauled, as soon as the projectors of this enterprise are in readiness to set up works. It may not be long before railroads may be run by this power in place of steam locomotives, a system receiving much attention from points in the east.”

As a direct result of these plans, the Siskiyou Electric & Power Company was incorporated August 15, 1902. Work on the plant started that fall.

The Republican of January 22, 1903 reported: “. . . Fall Creek power plant expected to be ready March 1st . . . Big ditch on top of bluff, 4,800 feet, is completed. . . nearly 700 feet fall, . . . trench carrying pipe line from the penstock atop hill to plant nearly completed. Within a week, 16 carloads of pipe will arrive on the ground.”

On August 13th, it was further reported: “. . . pipe to carry water from Fall Creek to the Penstock is 2,800 feet long.” The plant was completed in September of that year.

The following is condensed from “The History by Years of California-Oregon Power Co., by George V. Taylor.”

The California-Oregon Power Company, commonly called “Copco,” was incorporated December 15, 1911, and took over the properties of several other power companies on January 1, 1912. However, these companies continued active for several years in order to complete or acquire certain properties in accordance with their contracts with Copco.

The Siskiyou Electric Power & Light Company, successors of a former corporation, in accordance with its contract with Copco, started work on Copco Number One Dam and Plant on Klamath River above Fall Creek in 1912. To aid in construction of the dam and plant, a three mile spur
was built to the site from a point on the old Klamath Lake Railroad, about two miles above Fall Creek. It was about this time, that the upper twelve or so miles of railroad were dismantled, there being no further use for it, and part at least used in constructing the new spur.

On July 8, 1914, a post office was established at Copco, which ran until May 15, 1954, when it was closed to Hornbrook, and a mail route established from that place. (California Post Offices.)

After a shut-down during World War I, the first 10,000 Kilowatt unit was finished and ready for service in 1918.

The work of raising the dam and installing the second unit at the Copco Number One Plant was started in December, 1921, by Copco itself, and completed in February, 1922.

In August, 1921, Copco acquired title to the old Klamath Lake Railroad from Thrall, California to the state line, which it had been leasing since 1914. It was used occasionally thereafter, until about early 1934, and was finally taken up in February, 1942.

Construction on Copco Number Two Plant, some four miles down-stream from Number One, was started in December, 1921, and finished in August, 1925. During this latter construction project, the railroad, by now known as "Copco Railroad," had the following rolling stock: "one Shay and one Hysler locomotive with a few flat and box cars; some 'scooters,' Budas, a few Model T Ford cars with homemade bodies, a White truck and a trailer and a very old Reo car, the latter motor driven machines, all equipped with flanged steel wheels to run on rails."

Copco commenced construction on its Big Bend Plant of the Klamath River, in July, 1956. On October 1, 1958, it was placed in commercial operation, and is now known as the John C. Boyle Dam.

Water from this dam, backs up to Spencer Creek and several historical spots have thus been lost to sight. One is the old emigrant ford above the present highway bridge and another is the old 1889 "Dam Bridge."

Construction on the Iron Gate regulating dam was started in April, 1960, and completed January 13, 1962. With completion of this dam, sections of the old north side wagon road, and later day Klamath Lake Railroad below Fall Creek were covered by water and likewise lost to sight.

As Told to Me...

by Gracie (Brothers) Kouts

My father's name was Oliver Richard Brothers. We came to Klamath on May 1, 1902, when father was forty-six years old. He had been a track walker for Southern Pacific.

Father used to work for Lindley, on the old Klamath Lake Railroad. He looked after the trestles and a lot of other things for Lindley, was Lindley's roustabout.

After Weyerhaeuser bought the Klamath Lake Railroad, father went to work on the trains, later on becoming foreman.

We moved to Pokegama in the late summer or early fall of 1909. Later we lived at the north end of the steel bridge across the Klamath River below Fall Creek, right in the angle formed where the wagon road used to cross the railroad. Mother cooked and served meals to the passengers on the railroad.

In later years my husband, Leo Kouts, took old #259 to Sacramento. It was the engine that looked like the one on television now, in Petticoat Junction. The old Three Spot somewhat resembled Little Blue, but was larger.

Lindley first had the hotel at Laird, then Abbott, who changed the name to Thrall.
Another logging railroad near the Pokegama-Klamath Falls freight road. Ackley Brothers, John and Harry, logging operation near Keno. Loaded cars ran by gravity from the woods to the Klamath River. Pulled back empty by horses. The Ackley mill was located at Klamath Falls on present site of the Modoc Lumber Company plant. P. S. Puckett at left, others unidentified.

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KLAMATH FALLS, OREGON
Peeled log deck at the head of the log chute. Left to right, Fred Frain, George Cook, unknown.

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KLAMATH FALLS, OREGON
High trestle across Fall Creek on the Klamath Lake Railroad. The "Three Spot" pulling the passenger box-car.

---Maude Baldwin photo

John H. Houston

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Stage from Pokegama to Klamath Falls, at Spencer's Station at eastern base of Hayden Mountain—1905.

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Stages loading at the depot and freight warehouse, Pokegama, 1903-1908 period.

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