



Roads and Trails in Oregon, 1848-1930:
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History of The Klamath Basin

The Klamath Basin is surrounded on all sides by hills and mountains and divided into five distinct valleys by elongated ridges. A traveler coming from any direction must climb mountain passes that lie close to 5,000 feet. "The most important of these valleys into which this area of 360,000 acres is divided, is the Klamath, or main valley as it is called, which stretches from Klamath Falls in a south easterly direction to Tule Lake, a distance of forty miles."¹

The first known white man to explore the territory was Finan McDonald, a trapper for Peter Ogden of the Hudson's Bay Company, in the winter of 1825-1826. No doubt there were other "mountain men" traversing these regions in the 1820s and 1830s, but none left a written record.

John C. Fremont started a second western expedition in 1843. He followed the Fall River, later known as the Deschutes, to its headwaters and over the divide to the Klamath Marsh country, much as Ogden had done seventeen years before.

Within six weeks of the time the Fremont party left the Klamath country for California, another party of explorers entered it. This expedition came from the American settlements on the Willamette River with an intention of locating a wagon road through this trackless wilderness. From a trail constructed over the southern Cascades,

¹ Linsey Sisemore. History of Klamath County. (Klamath Falls, Oregon, 1941), 2.

immigrants could proceed to Oregon from Fort Hall on the Snake River without the dangers of the usual route down the Columbia River.

A party of fifteen men was assembled, among them John and Lindsay Applegate. After numerous adventures through the Rogue River Valley, the party entered the Klamath country. From there, they began constructing a road over the mountains and arrived at Fort Hall early in August. After securing provisions from the fort and being reinforced by an eight members of a large party of immigrants, they started the arduous return, performing each day the actual labor of clearing brush, trees, and removing necessary objects in order to construct a road. They arrived back at their homes in the Willamette Valley on October 3rd, after an absence of three months and thirteen days.² This newly founded route would later become known as the Applegate Trail.

Despite the superior advantage of the southern route, one terrible disadvantage soon became apparent. The Modoc Indians in the country along the part of the road where it passed through the southern portions of Klamath County, were characterized by the settlers as being the “most barbarous and blood thirsty savages west of the Rocky Mountains.”³ More than three hundred immigrants were known to have been slain in Modoc country previous to the establishment of a military post at Fort Klamath in 1863. Where the road met the shores of Tule Lake was a favorite attack point; it appropriately gained the name “Bloody Point.”

Early American Indians

Travelers who passed through the Klamath Basin from the early 1800s to the 1860s undoubtedly came into contact with Indians. Some of these contacts were friendly;

² Sisemore, 23.

³ Ibid., 24.

others were hostile and bloody. When Ogden passed through the area in 1826, he found that the Indians were friendly.⁴ Indians welcomed traders who brought in goods the Indians wished to have, also the traders bought pelts from the Indians to supplement their own trappings.

The Klamath and Modoc Indians were essentially stream and marsh people. Hunting was of less importance than the gathering of seeds and plants, but a variety of animals were taken -- deer, wildfowl, black bear, cougar, and badger to name only a few. The principle Klamath villages were in and around the Klamath Marsh, along the Williamson River, at Chiloquin and around Agency Bay. Modoc villages were located along Lost River, Lower Klamath Lake, and around the Tule Lakes. Estimates of Indian populations in the mid 1800s ranged up to 2,000. "In all probability there were more Indians in the Klamath Lakes Basin at the time of settlement than in the Willamette Valley when that region was settled."⁵

The Klamath and Modoc Indians had contacts with neighboring tribes in warfare and in trade. An important item of trade was slaves, captured by the Modocs and passed to the Klamaths and on to the Warm Springs and Columbia River tribes. Slaves were traded for horses, three horses to a slave according to one account, but also for guns, blankets and other items from the Euro-Americans.⁶ When the Klamaths acquired horses in the 1840s trade increased with the Columbia River tribes.

The Indians acquired many things from the whites and the whites learned many things from the Indians. Indians provided food for the explorers, pointed out the easiest

⁴ Samuel N. Dicken and Emily Dicken, The Legacy of the Ancient Lake Modoc (Eugene, Oregon: University of Oregon, 1985), 2-19.

⁵ Dicken and Dicken, 2-19.

⁶ *Ibid.*, 2-20.

routes of travel, conditions of the rivers as well as good hunting grounds. After settlement began Indians helped with a variety of tasks such as trailing cattle and running pack trips to Jacksonville. The Indians would have contributed more if they had not been confined to the reservation.

Indians perception of the whites as well as whites perception of the Indians changed as more frequent contacts occurred. When the Indians saw the first signs of permanent white settlement, they began to get hostile. Soon the white settlers viewed the Indians as an obstacle. In 1857, Indian Agent G.H. Abbott visited the Klamath Lake Basin to arrange a treaty and determine a site for a reservation.⁷

In 1864, the Klamath Indian Reservation was established with an area of more than a million acres. Most of the land was timbered and hilly with little possibility for agriculture. The land, however, was suited for grazing, fishing, hunting and logging. The Klamath Indian Reservation didn't solve the Indian problem. The Modocs, who had been removed from their homelands, became very discontent, and returned to their old homes on the Lost River and Tule Lakes, continuing to gather roots and seeds as well as hunting and fishing. To which, as settlers continued to settle these areas, they added begging as well as thieving.⁸

The settlers continued to view the Modoc presence as a nuisance and they insisted the Indians be moved once again. Upon returning to the reservation, the Modocs became victims of unrelenting harassment by the Klamaths and in April of 1869, Chief Kientpoos

⁷ Dicken and Dicken, 2-21.

⁸ Ibid., 2-21.

and 371 Modocs moved once again to their Lost River homes.⁹ Negotiations between the Modocs and Klamaths became impossible.

In November 1872, troops from Ft. Klamath were sent to move the Modocs, “by force if necessary,” back to the reservation. Many more Modocs were encountered than what the army had expected. Fighting soon broke out and the Modoc War was underway.

One group, under the leadership of Hooker Jim, preceded east around Tule Lake, killing fourteen male settlers in response to the attack by the troops. Kientpoos, known to the settlers as Captain Jack, and the rest of the Modocs from the Lost River headed to the Lava Beds by canoe. Soon, Hooker Jim’s band met up with Captain Jack’s and they proceeded into the Lava Beds adjacent to the lake.

Over 300 troops and volunteers were organized to drive the approximately fifty Modoc men, women and children from the stronghold. On the foggy morning of January 16, 1873 the troops headed over what they believed was flat land, confident of Modoc surrender. The troops became confused by the fog and exhausted by the bitter cold and rugged terrain, leaving their weapons, ammunition and wounded. The Modocs now had a bargaining advantage.

It was arranged that five un-armed Modocs would meet with commissioners. Upon reaching the peace tent, the commissioners found eight, not five Modocs, two that were armed. Captain Jack, Schonchin John, Boston Charlie, and Black Jim were among the eight Modocs requesting a Lost River Reservation. When this was not granted, Captain Jack pulled a revolver and shot General Canby.

⁹ National Park Service, “A Brief History of the Modoc War,” Lava Beds National Monument, 17 March 2001, (9 June 2001). <<http://www.nps.gov/labe/modoc.html>>.

Reinforcements were then called and four days later, a second attack on the stronghold began. On April 17, the troops captured the Indian stronghold only to find it empty. The Modocs escaped through an unguarded trench, thus gaining access to water for the 160 remaining Modocs in a nearby ice cave. On the morning of May 10th, the Modocs were defeated in their surprise attack on troops camped at Dry Lake, and they left a majority of their supplies as they swiftly retreated. As troops headed west they expected to find Captain Jack but instead found Hooker Jim and his party of men. Hooker Jim agreed to help the troops find Captain Jack, which they did on June 1, 1873 at Willow Creek, where Captain Jim surrendered and the war ended.

Those who attacked the peace commissioners were placed on trial at Fort Klamath and convicted of murder. Captain Jack, Schonchin John, Boston, Charlie and Black Jim were hanged on the morning of October 3, 1873. The remaining Modocs were rounded up and sent to the Quapaw Reservation in Oklahoma where disease accomplished what bullets couldn't.

Early Settlers

The first white man to make use of the land in Klamath County was Wallace Baldwin in 1852. At the age of 19, he pastured fifty horses belonging to himself and a Mr. and Mrs. Stone of Talent. He crossed over the mountains on the emigrant trail, often called the Applegate Trail, opened six years before and crossed the Klamath River near where McCollum's Mill was and later became the future town of Keno. For nine months he was the only white person in this wilderness. The Klamath Indians admired the youth

for his courage and independence and often brought him fresh game as well as teaching him sign language as well as what plants were edible in the forest.¹⁰

Judge F. Adams was the first white man to introduce a herd of cattle into Klamath County. In the winter of 1856 he grazed 2000 head where Keno stands today. He said the winter was quite mild and the stock came out in the spring fat and ready for market. He sold 1100 cattle at \$80 a head at Yreka and the Northern California mines.¹¹

Another pioneer stockman was Wendolen Nus who pastured his stock on the Klamath River near the present day Murdock Ranch in the winter of 1858-59. After spending a few years in the John Day mines, he returned to the Klamath country in the 1860s becoming the county's first settler.

Isolation and poor transportation delayed the settlement of the Klamath basin and hindered its growth. The basin needed good transportation routes over the Cascade Range to the Rogue River Valley and Willamette Valley, and also to railroad points in Northern California. Prior to settlement, two routes were in existence, the Applegate Immigrant Road over the Cascades and the north-south route from Pitt River in California, through the Klamath Basin then along the Deschutes River to The Dalles on the Columbia River.¹² The Applegate Road, west of the Klamath Basin, is followed roughly today by Oregon State Highway 66. The north-south route is now U.S. Highway 97. These early roads were eventually re-routed and slightly improved over the course of the next few years.

¹⁰ Sisemore, 57.

¹¹ Ibid., 57.

¹² Dicken and Dicken, 3-12.

By the end of the nineteenth century, a number of wagon roads radiated from Klamath Falls “like the crooked spokes of a huge wheel.”¹³ All of these roads were used by wagons at one point or another and some were used by stagecoach. Roads that joined the Klamath Basin with major outside population centers were of prime importance because new settlers and much-needed commodities were moving over them.

Once roads were put into “passable” condition and as new settlements expanded, a number of stage and wagon routes were established. The stages carried passengers, mail, and light freight; wagons were responsible for hauling heavier, bulkier freight. The chief purpose of the various routes was to connect Linkville (later named Klamath Falls) with points of the Southern Pacific Railroad, namely, at Ashland into the Rogue River Valley and at Ager, Thrall, and Montague in California. Other routes reached Lakeville, via Bonanza and Bly, and Dorris and Alturas in California. The dates of established routes are outlined in “Klamath Echoes.”

1870 A stage line from Linkville to Lakeview via Bonanza and Bly

1871 Three routes listed: one from Yreka, one from Portland via Eugene and the Oregon Military Road, and one from Portland via the Dalles. The last mentioned was reported as being very rough and difficult.

1875 The stage from Ashland to Linkville ran twice a week.¹⁴

The routes for wagons and stages changed rapidly as new roads were opened or old roads were improved. However, the greatest development of stage and wagon roads occurred after the turn of the century as the population expanded, and as roads were improved before the coming of railroads and automobile.

¹³ Dicken and Dicken, 3-14.

¹⁴ Devere Helfrich, “Midland,” Klamath Echoes 15 (1977): 58-60.

The first railroad to penetrate the Klamath Basin was built in 1901-1902 from Thrall, California, on the main line of the Oregon-California Line (Southern Pacific) for the purpose of serving the lumber mills.

Jackson County History

Jackson County was named after President Andrew Jackson, the seventh President of the United States. The county was created in January 12, 1852, out of the territory lying south of Douglas County, and it comprised of the Rogue River Valley and the territory west of it to the Pacific Ocean. Its boundaries have been changed several times, by adding to it a portion of Wasco County taking from it the county of Josephine. According to the Bureau of the Census the present area of the county is 2817 square miles. Jacksonville was one of the first major towns in Jackson County. The development of this town followed gold discoveries in 1851-52. Jacksonville was named after Jackson Creek near where it is located. The creek was named after one of the men who had discovered gold on its banks. Jacksonville's post office was established February 18, 1854, with R. Dugan as the first postmaster.¹⁵

Fort Klamath History

Military protection in the Klamath County was needed in 1861. Indians had killed immigrants along the Southern Route, or the Applegate, of the Oregon Trail, so the region of the Lost River Gap was considered for a military post. The city of Klamath Falls was one site considered, and another site was in the Wood River Valley, near Upper Klamath Lake. In March 1863, Major Charles S. Drew, received orders from the Department of the Pacific to make a reconnaissance survey for the fort. After completing

¹⁵ Lewis McArthur, Oregon Geographic Names, Sixth Edition, (Portland, Oregon: Oregon Historical Society Press, 1992), 691.

his survey he made his decision Drew chose the Wood River Valley because of the lush grass that would provide feed for the cavalry horses and many streams that would supply water. The fort was eight miles north of Upper Klamath Lake, lying in the southern part of the valley. Captain William Kelly and the First Oregon Volunteer Cavalry were sent from Jacksonville to construct the post as planned by Colonel Drew. The buildings and structure were finished in a year. The troops not only garrisoned the fort, but gave aid to the Indian Agent at the Klamath Reservation five miles to the south.¹⁶

The soldiers were also road builders. The first road was built from Jacksonville the supply point to the fort. This is known as the Dead Indian Road along with many other names. Dead Indian Creek was named after settlers found two dead Rouge River Indians near the creek in 1854.¹⁷ The Dead Indian route was difficult to travel because of the dust in the summer and snow in the winter mountain terrain. In 1865, Captain Sprague asked the government for permission to build another road, and it was granted. Hunter and frontiersman John Mathews, referred to as a "mulatto," built the road along with Captain Sprague and members of Company 1, which follows the road as present day highway 62. In the fall of 1865 John McCall and the First Oregon Cavalry assisted until 1866.¹⁸

After the road was completed many different companies garrisoned the fort. In 1889 the fort was abandoned. In 1900 Fort Klamath was set aside as the "front door" to Crater Lake National Park, as a recreational area. Before that status, it was allotted to the Indians who removed many of the buildings.

¹⁶ Beuna Cobb Stone, Old Fort Klamath (Medford, Oregon: Webb Research Group, 1964), 12-15.

¹⁷ McArthur, 240.

¹⁸ Stone, 12-15.

So passed into oblivion that lovely post. The forty white buildings are memories to but a few. Only the bronze marker, placed near the parade ground by the Eulalona Chapter, Daughters of the American Revolution, marks the area where once stood what was called the most beautiful frontier post in America¹⁹

Crater Lake Area Information

Crater Lake was discovered in 1853 by John Wesley Hillman, a prospector who named it Deep Blue Lake. Successive explorers of the lake named it Blue Lake, Lake Majesty, and Crater Lake. On August 4, 1869, it was named Crater Lake by a party of visitors from Jacksonville. William Gladstone Steel first saw it on August 15, 1885, and for seventeen years thereafter, he worked to make it a national park. It was declared a National Park on May 22, 1902 by an act of Congress. It includes approximately 250 square miles of land and water.

Prospect, Oregon was first established as Deskins and a post office initiated on July 5, 1882 with Harvey P. Deskins postmaster. In the fall of 1883 Deskins, after a bad business venture, fell on hard times and sold his holdings to Stanford Aiken. Eventually Aiken became postmaster and on November 9, 1889, he optimistically changed the name of Deskins to Prospect because there were preliminary plans to run a railroad up the Rogue River near the town.²⁰

HIGHWAY 62

The wagon road that preceded Highway 62 was built as an easier route for people to travel to Fort Klamath, from Jacksonville. It was referred to as the Crater Lake Highway for many years. The road that was used prior to that, the Dead Indian Trail or the Drew Road, (called this because Colonel Charles Drew built it) went over the

¹⁹ Stone, 82.

²⁰ McArthur, 189.

Cascades and was difficult to get over in the winter due to heavy snow. A traveler name Oregon Judge John B. Waldo traveled the wagon road that closely paralleled present day highway 62 in 1888.²¹

After the route was built, it was also used to get travelers to Crater Lake. Travelers carried axes to chop and keep the tree stumps and roots down. In 1905 the first motorcar traveled the road to Crater Lake, however, by 1910, the Crater Lake Highway was still a rough mountain trail that was still traveled by wagons. In 1910, William Steel of Crater Lake Company arranged an "auto stage line" between Medford and Klamath Falls via Crater Lake. A crew worked on difficult spots along the road. The company used seven stages for the nine hour trip, and the fare was \$25.00.²² In 1914, a Crater Lake National Park superintendent reported there were many ruts in the road, but it was being used by approximately two automobiles per day to the narrow rim road around the crater.²³ In 1914 only nine cars had registered at Crater Lake. By 1915, 337 cars had registered.²⁴ That year the road was said to be in excellent condition, despite its rough treatment of autos. Workers oiled difficult areas on the road to accomadate autos.²⁵

While not much improvement was done on the road between 1900 and 1917, the growing popularity of motorcars was the reason for the road being widened and macadamized beginning in 1919. The highway of 92.8 miles was surfaced with four miles of bituminous pavement, 48.6 miles of bituminous macadam, 33.6 miles of oiled rock and gravel, and 10.2 miles of unoiled rock and gravel. One of the parts of the road

²¹ Jeff LaLande, "A Wilderness Journey With Judge Waldo Oregon's First Preservationist," Oregon Historical Society 90 (1989): 140.

²² Larry B. Smith and Lloyd C. Smith, The Smith Brothers Chronological History Of Crater Lake. (Oregon: self published 1998).

²³ Ibid.

²⁴ Oregonian 13 June 1915.

²⁵ Mail Tribune 21 August 1915.

that was more developed was a 22.2-mile section between Prospect and the park boundary. The work was financed by the federal Bureau of Public Roads, the state, and the county.²⁶

The Bureau of Public Roads hired the Eagle Point Construction Company of Eagle Point, Oregon in 1919 to construct the road. The grading was completed in October 1920 under the supervision of C.J. Seymour, United States Highway Engineer. The cost of this project was approximately \$186,000.00, which was estimated to be \$60,000.00 less than the original agreement. This unexpected savings was used in the placement of a nine inch crushed rock macadam over six miles of the section.²⁷

Highway 62, stretching sixty-nine miles from Medford to the west entrance of Crater Lake, was greatly improved in 1920 and 1921. Forty miles of this road was surfaced with crushed rock. Of the fifty miles between Klamath Falls and the south entrance to Crater Lake, twenty miles had been macadamized in 1920, and the remaining thirty miles were being prepared for macadam or gravel.²⁸

Highway 140

The geographic area to be discussed for the purposes of defining present day Highway 140 is between the towns of Medford and Lakeview. Significant towns as well as geographic points, from west to east along Highway 140 include: White City, Eagle Point, Brownsboro, Lakecreek, Fish Lake, Brown Mountain, Lake of the Woods, Klamath Falls, Hagar, Olene, Dairy, Bly Mountain, Beatty, Fremont National Forest, Bly, Quartz Pass, Quartz Mountain, and Quartz Creek, ending in Goose Lake region.

²⁶ Oregon State Highway Commission, Report of Oregon State Highway Commission 1919-1920 (Salem, Oregon: State Printing Department, 1920), 283.

²⁷ *Ibid.*, 264

Highway 140 runs through the counties of Jackson, Klamath, and Lakeview. For purposes of covering the history of Highway 140, Lake County history will be covered in this segment, but the history of Jackson and Klamath can be referred to by reading about the history of Highways 66, and 62.

Lakeview is located in the Goose Lake Valley which is most noted for its geysers that shoot to over 100 feet every eighty seconds, and by its reputation for being a “tall” town with its elevation at 4,800 feet above sea level.²⁹ It is contrasted by a mountain ridge lining the east portion of the town, reaching to 7,000 feet. West and south of Lakeview is a very flat valley, known as Goose Lake Valley. Goose Lake Valley attracted early immigrant settlement and population with its fertile valley and the draw of land grants in the early 1850s. In the early 1860s the Goose Lake Valley was settled by farmers, sheepmen, cattlemen, and miners because of its lush, fertile ground surrounding the lake.³⁰ Lakeview County was a part of Jackson County until 1875, when a mail route was established along present day Highway 140, between Ashland, and Linkville (now Klamath Falls), and further extended to Goose Lake Valley where two post offices were established. Because of the distance between Jacksonville, which was the government seat, and the increasing population of settlers in the Goose lake Valley, a separate government seat was established in Lakeview, along with the division of a separate county. Lakeview was originally built on a site called Bullards Creek, at the base of the mountains on the east end of the town. Archaeological evidence of Native American

²⁸ Howel Williams, Crater Lake: The Story of Its Origin. (Berkely, California: Unviersity of California Press, 1941) 446.

²⁹ Raymond R. Hatton, Oregon's Big Country, (Bend, Oregon: Maverick Publications, 1988), 58.

³⁰ Ibid.

skeletal remains have been found at this site, indicating that it was either the point of an Indian-Settler battle, or a Native American burial ground.³¹

Goose Lake and its shores have shifted dramatically over the past century, at one point drying up entirely and at other times being able to support a water ferry transportation system. The lake itself was once the site of a large population of geese and waterfowl, which could be heard in the town of Lakeview at all times, day and night. Around 1880, the lake covered an area of forty miles by eighteen miles reaching all the way to Eagle Point. A ferryboat, among other boats, was used for hauling wood, wheat, and people between New Pine Creek (located on the opposite shore) and Lakeview.³² (See photograph included). Apparently at this time the lake was high, but evidence now shows that the lake has been dry at least three times in the past. The lake's ability to become filled depends on its tributaries as well as the amount of rainfall it receives. During a dry interval, the lakebed was used as a wagon road or immigrant route, most likely for a few years.³³ It is unclear what the name of the route was or for what route it was a short cut, research has proved no evidence of the route (see photo attached). In 1929 the lake dried again, revealing a wagon road across the lake's bed, as well as Indian camps, Indian battlegrounds, old wagon trains, sagebrush, and willow stumps. A reference to the road through the lakebed has not been recovered, but appears to have been a temporary short cut during dry intervals. This dry interval was estimated to have lasted between the years of 1849 and 1859.³⁴

³¹ Hatton, 58.

³² Ibid.

³³ The Oregonian, 7 December 1958.

³⁴ Ibid.

Captain John Fremont, accompanied by his band of soldiers, was the first white man to enter the Goose Lake Valley in 1843. The next white visit to Goose Lake occurred in 1849 when Captain William H. Warner and his soldiers came exploring from Sacramento to the area. They encountered Indians, and a battle ensued and Warner was killed, leaving a ten-year period where “no record of any white man having entered the country is found.”³⁵

Early Settlements

By the 1890s the population of Goose Valley reached 2,500 people. In 1885, the Warner Valley was annexed by Lake County. It had previously been part of Grant County. The records of non-Indian settlers along the California border dates to back to the 1860s, when the threat of Indian attacks began to wane with the advancement of military support for Fort Warner and fort Klamath. The original draw was the fertile grassland for sheep and cattle grazing, as well as nearby sources of timber.

Initial Routes

Captain C. S. Drew came from Fort Klamath in March of 1864 in search of a road to the Owyhee River and to eastern Oregon after gold was discovered in the area. Between 1864 and 1866, Fort Warner was established and Captain Drew traveled a route around the top of the Goose Lake ending in Fandango valley, and then circling around through the Goose Lake Valley on his return trip. During this time the lake was dry. After the military posts were established, weather records were kept, and the lake is said to have received 100 inches of rain making it rise to a high level.³⁶

³⁵ Oregonian.

³⁶ Ibid.

Oregon Divided: A Regional Geography by Samuel N. Dicken and Emily F.

Dicken has a map that shows the early explorer's routes into Oregon. The Fremont route, explored by John C. Fremont in 1843, most closely corresponds with the current Highway 140. This indicates that the east-west portion of the trail was favored as the route that later became improved. The early explorer's trails run mostly north south, and our research is most interested in finding reasons for the origination of east-west trails. Most of the early exploration routes were for commercial fur trading and used by trappers.³⁷

Highway 140 at one point intersected at various points with the Oregon Central Military Wagon Road (See map included of the Military Road for reference). The Oregon Central Military Wagon Road originated in the mid-Nineteenth Century to alleviate several growing problems. Military protection was needed for new immigrants into the Willamette Valley as well as uninhabited parts of Oregon, beyond the Cascades. Reasons for the road included the newly found mines in the center of Oregon, prompting improved transportation for miners. Also, the federal government, with the enactment of the Organic Law in 1848, began a steady assistance to young communities in the newly established territory of Oregon.³⁸

In 1863-64, during a period when miners passed the Rogue River Valley area on their way to the John Day mines, there was a road started between Fort Klamath and the Goose Lake country.³⁹ This road went mainly through the upper Sprague River Valley, and met up with the Oregon Central Military Road. The combination of these roads

³⁷ Samuel N. Dicken and Emily F. Dicken, Oregon Divided: A Regional Geography. (Portland, OR: Oregon Historical Society, 1982), 48.

³⁸ Stephen D. Beckham, The Oregon Central Military Wagon Road; History and Reconnaissance, Vol. 1 and 2. (Eugene, Oregon: Heritage Research Associates, 1981), 37.

eventually became what is present day Highway 140. Later there was a mail route between Lake City (present day Lakeview) and Ashland. Current day Highway 66 between Ashland and Klamath Falls, along with Highway 140 to Lakeview, were well-established routes for mail, and settlers' supplies by the 1880s.

According to early survey maps of the early 1840s through 60s, there were ranches running along side a trail or route that corresponded with Highway 140, located within the township and ranges close to Lakeview. These routes noted included the Klamath Falls to Lakeview Highway, Oregon Central Military Wagon Road, and the Road to Linkville to Klamath Agency. The noted grant settlers ranches included: Chandler Ranch, Aurther Ranch, Bell Ranch, and Bunting Ranch. Early commerce noted in the vicinity of the road is; Ewauna Box Company Logging Camp, and the Peterson and Johnston Sawmill.⁴⁰ Included are pictures of Chandler Ranch and Ewuana Box Company Logging Camp.

By 1909, the Southern Pacific Railroad had made it to Klamath Falls, putting pressure on nearby towns for better roads. The roads between Klamath Basin and Goose Lake Valley were seasonal, and could not be traveled without great effort during winter and spring rainy seasons. Surveyors were sent out to find the best route between these two areas and concluded that the Bly Mountain route to Klamath would be favored over the proposed Bonanza route. According to a local newspaper article dated March 13th 1923, the best route to Bly had been chosen.⁴¹ This route went from Bonanza by way of Keno Springs and ended in Bly. This report was proved false after its printing because of several events, which included the extension of O.C. & E Railroad to Sprague River, the

³⁹ Helfrich, 59.

⁴⁰ GLO Cadastral Survey Maps, BLM, 1515 SW 5th, Portland Oregon.

founding of the town of Beatty, and pressure from citizens who wanted a different improved route.⁴² A story from Bonanza, tells that when the survey crews were in town investigating both proposed routes, the Keno Springs route was originally chosen instead of the Bly Mountain (present day Highway 140) until the engineer in charge became offended.⁴³ An article states "It seems he had a dog, of which he was quite fond, and some thoughtless soul in Bonanza, becoming incensed at some action of the dog, killed him, which caused the engineer to turn against the Bonanza people."⁴⁴

There was also another, perhaps more official reason given for the changed route, which was that there was more commerce established along the Bly Mountain-Beatty route.⁴⁵ Soon after the State of Oregon decided on this route, improvements began.⁴⁶

In the summer of 1923, the U.S. Forest Service additionally made improvements to the roads in the Fremont National Forest nearby. Seven miles of the road were located through the Fremont National Forest Reserve. The U.S. Forest Service's conducted road improvement at the same time of the Oregon State Highway Department's improvement of Highway 140.

Apparently the citizens from Bly fought for their proposed route until 1927, when the issue was formally settled, declaring the present day Highway 140 to be the new Klamath Falls-Lakeview Highway. Through the early years of the route's existence, it has been known locally, regionally and otherwise by the following names: Lake of the

⁴¹ Helfrich, 59.

⁴² Ibid.

⁴³ Ibid.

⁴⁴ Ibid.

⁴⁵ Ibid.

⁴⁶ Ibid.

Woods Highway, South Klamath Falls Highway, Klamath Falls Main Highway, Klamath Falls Lakeview Highway, Fremont Highway, and Warner Highway.

A report from the Oregon Road Commission does not reveal the citizen's struggle for road development as same as the descriptive story above. The survey crew reported during the summer of 1919 that a route was established between Klamath Falls and Lakeview, by way of Olene Gap, Dairy, Bly, and Drews Valley. The route was 101 miles long and followed "the existing road with exception of a few places where a supported grade necessitates the old road for short distances."⁴⁷ The report further states that the road was traveled very lightly, through country that was "thinly populated."

APPLEGATE TRAIL AND HIGHWAY 140

The earliest information regarding trails and wagon roads into the Klamath Falls, Goose Lake region is from works written about the Applegate Trail. The Applegate Trail preceded the Oregon Central Military Road. The Applegate Trail ran north to south, and was between Jacksonville and Crescent City, but later extended east-west and was noted on one surveyor's map of 1863 to run directly along the present day Highway 140, though this map may not reflect the truth. Conflicting evidence shows that the Applegate Trail, at some point after leaving Medford, headed down into California, below Goose lake. The surveyor's map of 1863 showed it parallels the same route but above the California border and ending in Goose Lake.⁴⁸

During the time of the gold rush and the establishment of the mining settlements of Scottsburg, Jacksonville, and Crescent City in 1853, the Applegate trail was an established route. The county seat in Jacksonville held its first government session

⁴⁷ State Highway Report of Oregon Commission, 1919-1920, 149.

⁴⁸ GLO Cadastral Survey Maps, BLM.

during that year and resolved to create a public road system throughout Jackson County (which at the time included Lake County). A map was made of every road and trail running through the county and each was declared a public road. These roads included current day Highway 140 just outside of Medford, but showed it continuing to the south into Northern California. This indicates that the Highway 140 route, right out of Medford, was an established road, with the later highway being extended to Lakeview.

Later, in 1863 and 1864, the Sprague River Valley was traveled frequently for access to the John Day mines. It was at this time, as mentioned earlier, that a road was established between Forts Klamath and Warner, and to the Goose Lake country. The upper portion of this road, Beatty to Lakeview, was part of the Oregon Central Military Wagon Road. In 1866, when Fort Warner was founded by Major General F. Steele, two or more military posts were established along the trails between Goose Lake and Warner Valley.⁴⁹ There was a place in Goose Lake Valley in which “all roads diverged” meaning that the roads would depart from this point, according to the Major General, and this was where Fort Warner was established. Warner Lake is thirty miles east of Goose Lake Valley. The shallow bed of Warner Lake was used as a wagon road for the calvary, known as the “Stone Bridge,” and it was constructed of stones that run throughout the lake. Current day Highway 140 does not run through this region, but this information offers insight to early settler and military road construction, which sometimes took shortcuts through lakebeds. In 1872, the first mail route was established between Ashland and Lake City, which combined with the John Day road leading to Yainax, meeting the Oregon Central Military road to Goose Lake.⁵⁰

⁴⁹ Oregonian 7 December 1958.

⁵⁰ Helfrich, 58.

Between Lake of the Woods and Rocky Point (below Pelican Butte) is a section of current Highway 140 that has a bit of historical interest. This portion of the road parallels Dead Indian Creek, in Jackson County, beginning at Ashland and ending above Upper Klamath Lake in Klamath County. In 1854 a few settlers from the Rogue River Valley found two dead Rogue River Indians in an abandoned wigwam close to the creek and had suspected they were killed by Klamath Indians. They named the stream after their discovery. The road did not extend beyond the Cascade Range until 1870 when Captain O. C. Applegate along with Klamath Indians opened the road all the way to Pelican Butte.⁵¹

Captain O. C. Applegate also touched the town of Bly. He translated the Yainax word meaning *high* to mean *up* (which is *Bly*) meaning the village up from Sprague River. White people later applied the name to a town east of the Klamath Indian Reservation, to the town of present day Bly along Highway 140.

In Bly on May 5, 1954, a Japanese balloon carrying a combustible bomb designed to start forest fires, failed and landed without detonating. It was agitated by a group from the community having a picnic and exploded, killing one woman and five children.⁵² This scene is the only occurrence of World War II deaths in the contiguous 48 states and its occurrence was not reported for fear of informing Japan of its success. The story was released months later.

Highway 66

Highway 66 lies twenty-nine miles north of the California border running east to west, connecting the towns of Klamath Falls and Ashland. The road follows closely the

⁵¹ McArthur, 240.

⁵² Ibid.

Applegate Trail, which was laid out by Jesse and Lindsay Applegate in the summer of 1846. The trail itself was intended to move settlers on a safer, more secure route than the Columbia River section of the Oregon Trail into the Willamette Valley. By 1853, over 3,500 men, women and children took the southern route to a new life in Oregon.

The Green Springs Highway, named for the beauty surrounding the springs near the summit of the mountain, was initially laid out between 1868 and 1873 as the Southern Oregon Wagon Road.

The first three decades of the twentieth century, 1901-1930, was a period of great expansion in all types and methods of transportation, and as a result, the Klamath basin was no longer an isolated location, even in winter. Roads were constructed and improved as the automobile came into general use.

In the first part of this period, stagecoaches and wagons played an increasing role in transportation, only to decline with the coming of the railroad and automobile. Roads were used from time to time, the chief function being for stage and wagon traffic connecting the Klamath basin with key points on existing railroads in the towns of Keno, the Shasta Valley, and north to Eugene.

Stagecoach and wagon transport was slow and hazardous. In the mountainous sections of the road there was often a sheer cliff on one side and a steep drop-off to the other and the un-surfaced roads were often slippery. Landslides and washouts were frequent as well as delays, breakdowns and even wrecks.

The Green Springs Highway (Highway 66) was officially designated during the 1917-1918 biennium as a state highway, also known as the Ashland-Klamath Falls

Highway. Improvement of the road as a state highway commenced in 1918 and continued for several years.

On August 25, 1918, a location survey was started between Ashland and Klamath Falls. "After careful reconnaissance of the low passes, the route via Green Springs Mountain was chosen, as opposed to the Dead Indian Summit, 500 feet higher."⁵³ Surveys continued until November 30, when they were discontinued for the winter months. The existing road was in poor condition, so maintaining a locating party would have been very expensive.

During the short time that the party was in the field, 15.6 miles of location were staked, a six percent grade from the summit of Green Springs Mountain toward Ashland being obtained, where as the existing road had many stretches over twenty percent. Also, over a section between the Green Springs Summit and Jenny Creek, nine miles to the south, a new route was chosen that was a greater distance, inexpensive construction and only a light grade. All who had traveled the rocky road with its series of bad grades reportedly appreciated this road.⁵⁴

This road is very vital to both the Rogue River and Klamath Valleys. At the present time it is only passable during the summer months for auto traffic, while a road built on standard line and grades would soon make it an all year highway.

There will be an enormous exchange of commodities between the two valleys when the road is constructed. It will make a three-hour auto trip between Ashland and Klamath Falls, which now takes eight and a half hours by train via Weed, California.⁵⁵

Another re-routing of the old road occurred on an 8.71 mile section of the Ashland- Klamath Falls Highway between Green Springs Pass and Jenny Creek. The old

⁵³ Report of Oregon State Highway Commission 1919-1920, 115.

⁵⁴ Ibid.

⁵⁵ Report of Oregon State Highway Commission, 1919-1920, 117

road in that section was never graded, but was a rough rocky trail that wound among and over boulders. A new location was decided upon in 1919 and 1920, using a maximum six percent grade with a width of sixteen feet. After crossing Keene Creek it then followed a high bench on the east side of Jenny Creek.

On June 10, 1919, the State Highway Commission entered into a contract with the Jackson County Court for the grading of this section. The total estimated cost of the work was \$110,000, which was to be divided with \$60,000 going to the state and \$50,000 going to the county. At that date, the grading was roughly seventy-five percent complete and was to be finished by early summer 1920.⁵⁶

Upon completion of the grading of the Ashland-Klamath Falls Highway between Jenny Creek and the Klamath County Line, the commission sought bids for the road surfacing between Keene Creek, in Jackson County, and Hayden Creek in Klamath County. This section was divided into two units, the point of division being the county line. S.S. Shell of Oakland was awarded a bid for the surfacing the Jackson County portion in 1921. The company estimated a total cost of \$72,000.00, with the state paying \$36,000.00, the federal government paying \$36,000.⁵⁷

On June 29, 1921, Contract Number 407 was awarded to A.D. Kern of Portland, Oregon, for the surfacing of 7.76 miles from the summit of Green Springs Pass to the surface previously constructed. The material for the surfacing was taken from an ideal quarry site located about the center of the job, where it was then crushed to 1 1/2-inch

⁵⁶ Ibid., 263.

⁵⁷ Oregon State Highway Commission, Report of Oregon State Highway Commission, 1921-1922, (Salem, Oregon: State Printing Department, 1922), 320-321.

maximum size. The material (crushed rock) was eight inches thick and the gravel was spread to a width of sixteen feet.⁵⁸

⁵⁸ *Ibid.*



Fort Klamath with Flag at Half Staff



Commander's Headquarters



Graves of the Modoc Chiefs, Executed at Fort Klamath



Bringing in the Wounded; Modoc Indian War

Stone, Buena Cobb. "Fort Klamath: Frontier Post in Oregon."
Royal Publishing Co. Dallas, Tx, 1964.



Crater Lake Hwy in winter

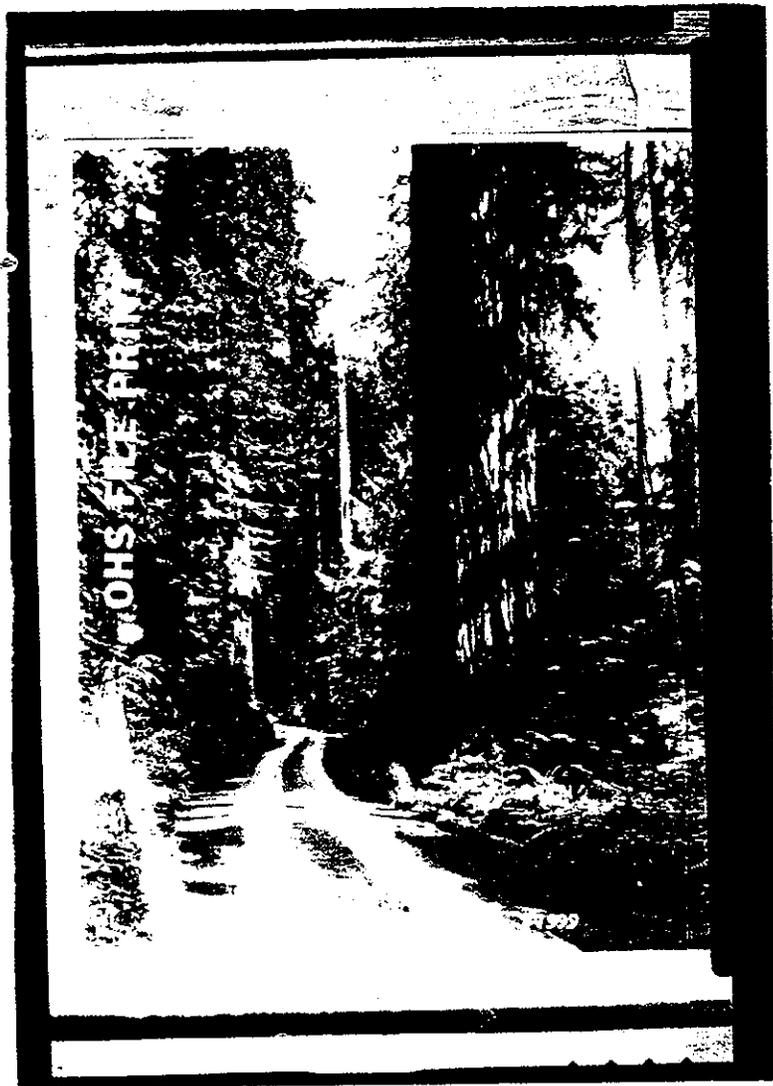
OHS (ORHI 101-101)



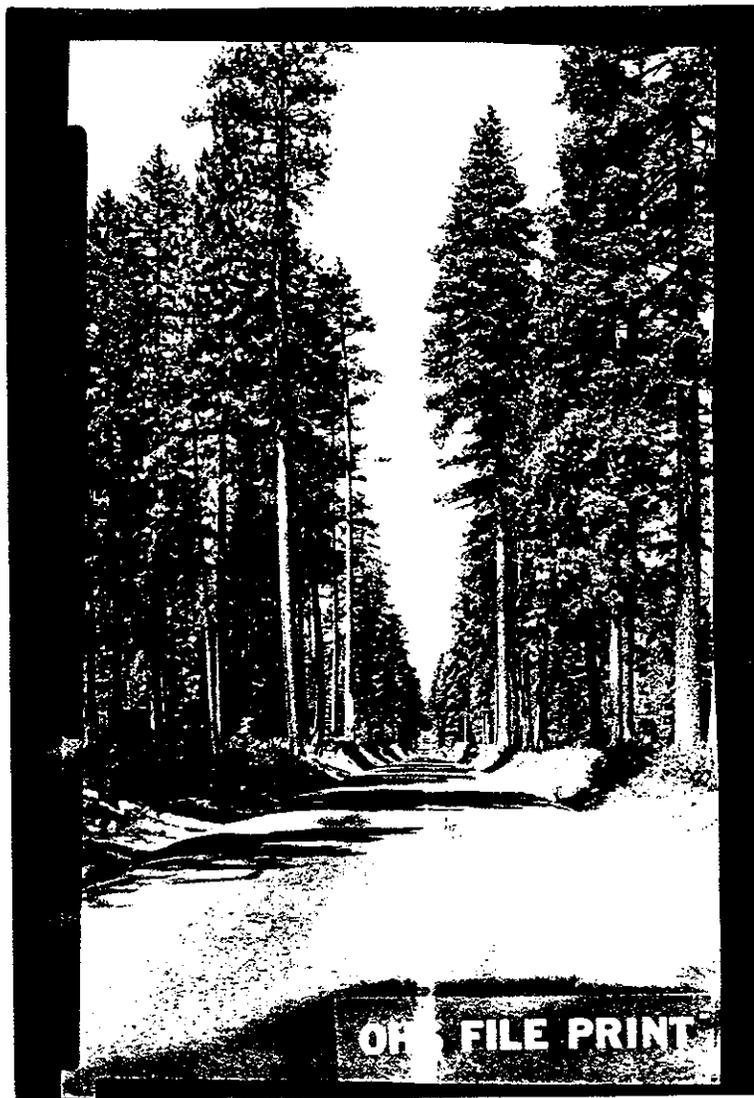
Wheeler Bridge, near Annie Springs,
Crater Lake National Park, Oregon.



OHS (ORHI 101-101)

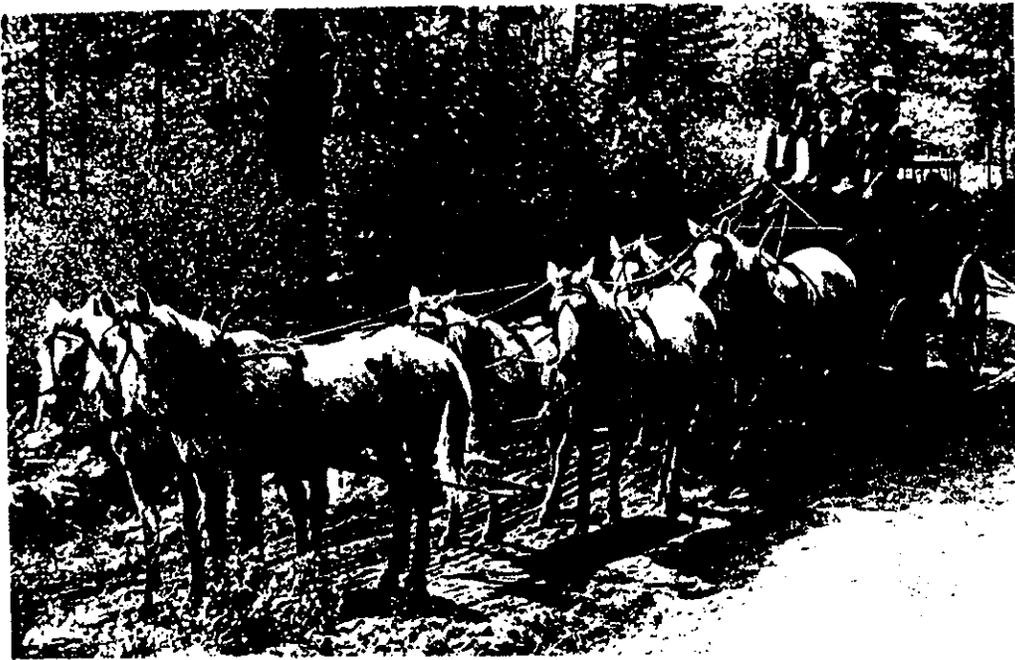


(OHS 11-11-2)

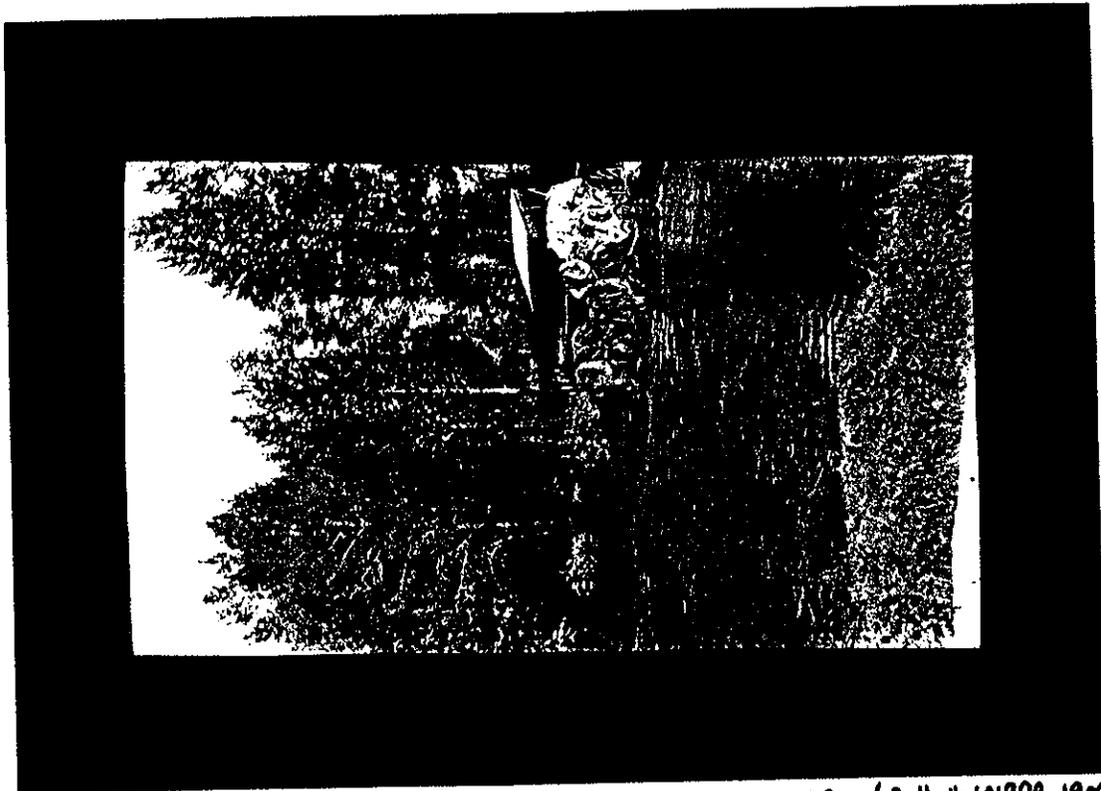


(OHS 11-11-2)

Crater Lake Highway

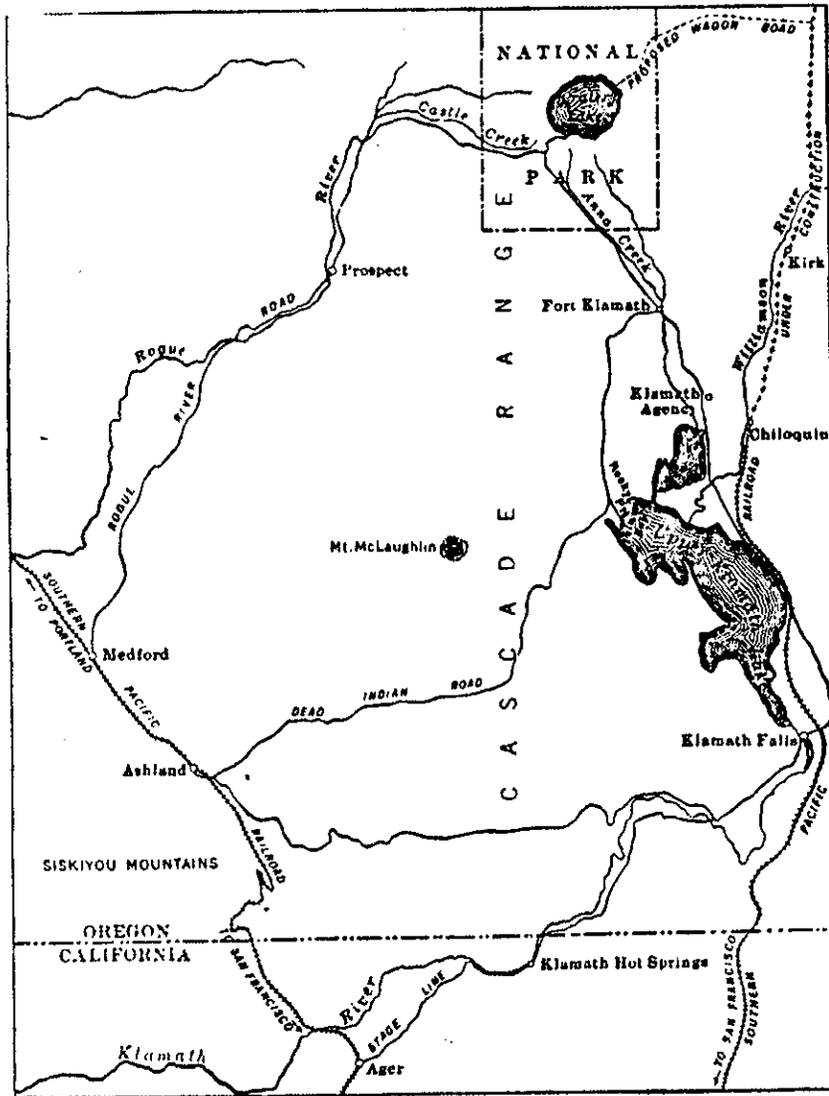


OHS (Orti # 101888.1909)



OHS (Orti # 101888.1909)

Crater Lake Highway



MAP SHOWING ROUTES TO CRATER LAKE.

Place, Howard. "The Story of Crater Lake National Park."
 Caxton Printers: Caldwell, Idaho, 1974.

Place, Howard. "The Story of Crater Lake Nat'l Park." Carlton Printers:

THEN AND NOW

75 Caldwell,
Idaho,
1974.
p.75

rated the Willamette from the Umpqua River drainage, forced them to dismount and walk, an exhilarating speedy descent followed. From Roseburg to Gold Hill, a mining camp on the Rogue River, the going was rugged and tedious, as it still is for truckers on the I-5 Freeway. But after that point they coasted on down to Medford and then pumped hard and fast past miles of orchards to Ashland. Turning east they tackled the west slope of the

Cascade Mountains and camped overnight beside Lake of the Woods, where the mosquitoes were (and still are) voracious. Then it was downhill on a winding trail to handsome Klamath Lake, where they paused to watch Indians poling dugouts and spearing large trout. Another twenty-mile climb northward brought them to Annie Creek canyon. Further on, the grade was so steep that the lads hid their machines in the brush,

Oregon State Highway Department

Oldsmobile runabout, circa 1905 model. It was a car like this that made the first automobile trip to Crater Lake.



OHS photograph card file



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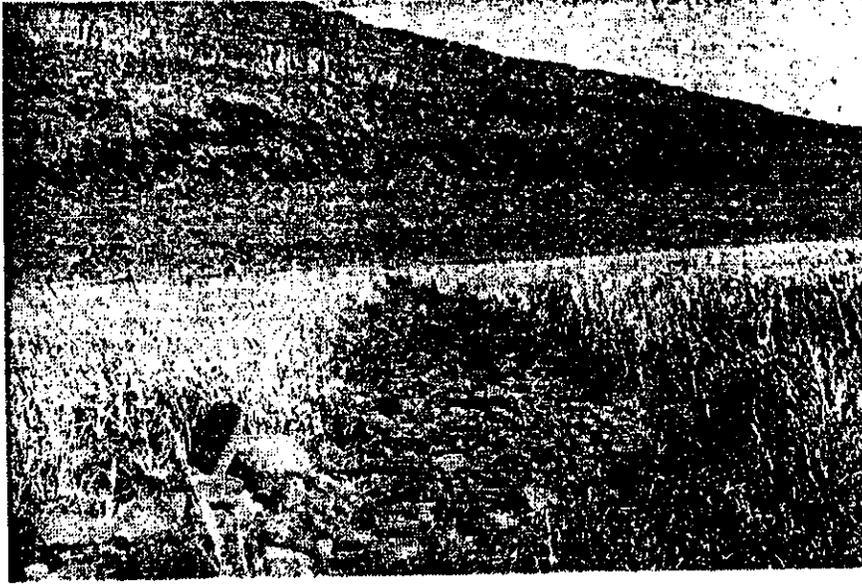
Lapham's Ranch Near Quartz Mountain Lake County, OR 1936
JHS Lake County photographs



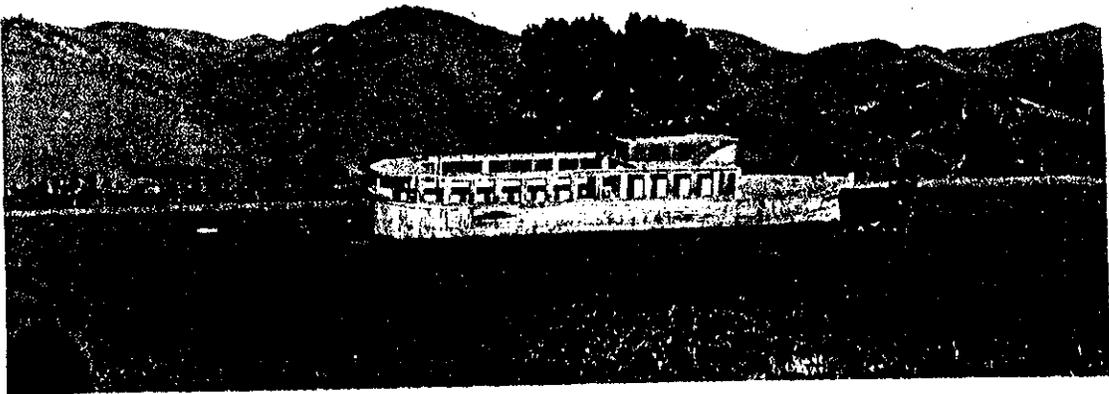
Dan Chandler in the
midst of a barley crop at
the Chandler Ranch in the
Chesman Valley. A poor
crop of barley. It only brought
forty-two bushels to the acre.
(SPKS Collection, OHS
neg. #70249)



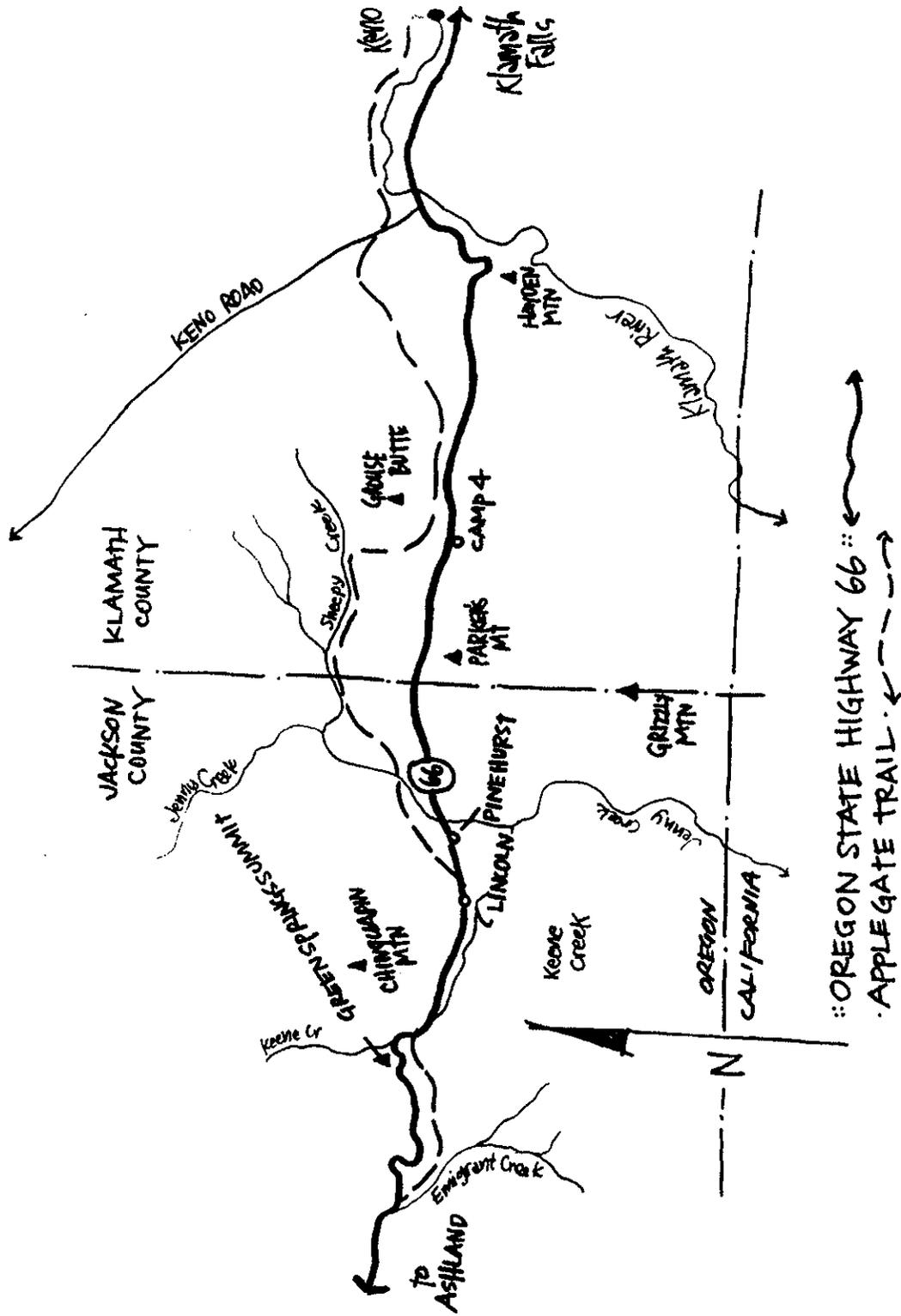
Branding horses at the F
Ranch in Steens Mountain
country. The F Ranch was
owned and operated by Fie
Ranch until his death; after
that it was operated by Bill
Henry. (OHS neg.
#70248)



Stone "bridge," actually a causeway across a narrow stretch of Warner Lake in eastern Oregon, was built by army in 1867. The rock fill now is generally under water, but low water in the summer of 1955 exposed the historic bridge and allowed this picture.
OREGONIAN, PORTLAND OR. DEC 7, 1958



Goose Lake, Lake County OR. Ferryboat from 1890s-1900.



Drawn by Ryan C. Lawrence



Anne Foley photo

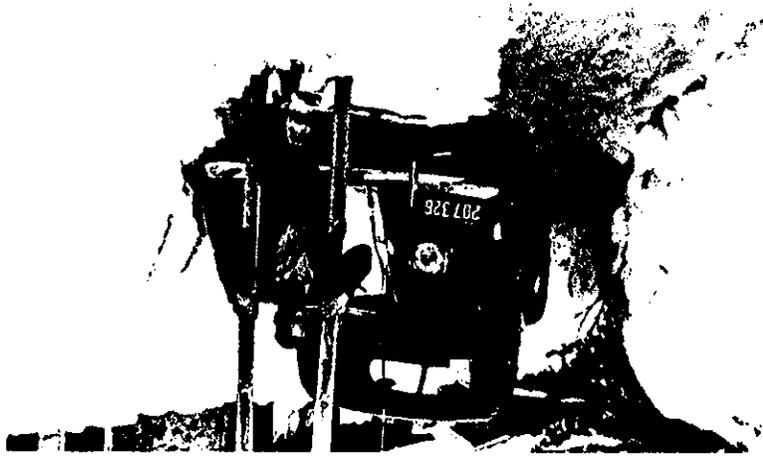
The Cookhouse and barkburner at Lincoln — 1982.

Foley, Anne E. "Lincoln on the Greensprings."
Southern Oregon Historical Society, 1985

p.22

"Lincoln on the G.S." p. 23

John B. Henry with his car and skis — 1937. Sometimes the highway was closed for days because of the snow.



The Lincoln Store, gas station and Cookhouse facing the Greensprings Highway.

John Henry photo



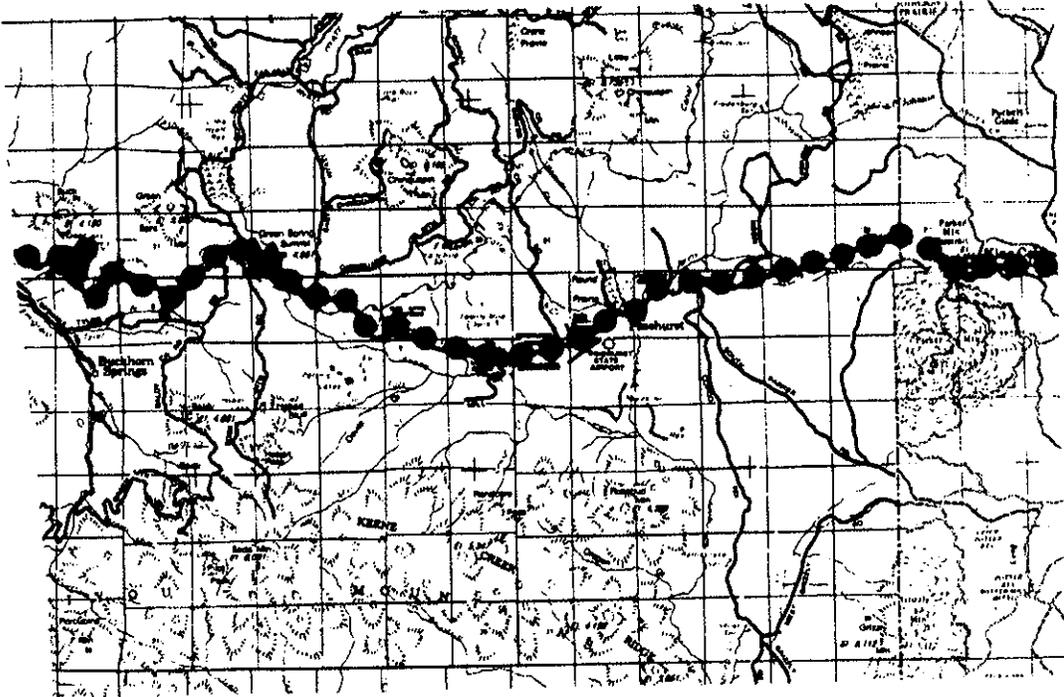
GREEN SPRINGS HIGHWAY
ORE 66, State Highway 21
Jackson and Klamath Counties
Mileposts 8.45-49.66
41.21 miles

(ODOT Reports, OHS)
"Oregon Historic and Scenic
Highway Program"

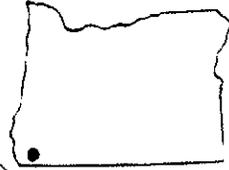


This route was officially designated during the 1917-18 biennium as a state highway known as the Ashland-Klamath Falls Highway. The road was initially constructed between 1868 and 1873, and was first known as the Southern Oregon Wagon Road. In places this road coincided with the Applegate Trail. Improvement of the road as a state highway commenced in 1919 and continued for several years.

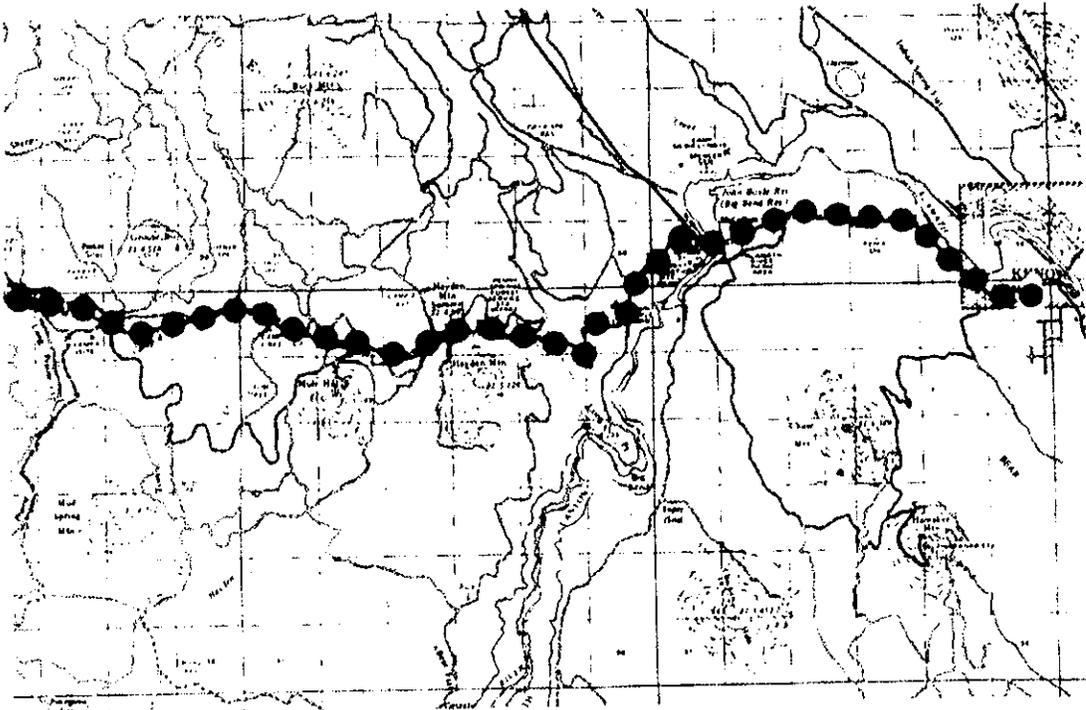
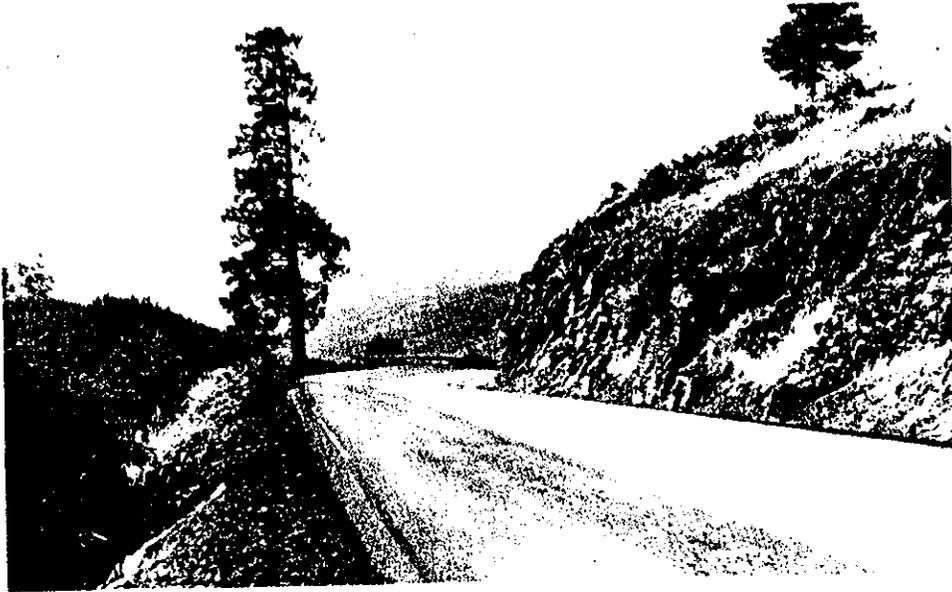
The present highway maintains the integrity of the original construction, being a series of sharp curves and dips and rises. At its western terminus its descent into Bear Creek Valley affords travelers panoramic views of Ashland and the surrounding hills.



Highway 66



"OREGON HISTORIC AND (ODOT REPORT. OHS.)
SCENIC HIGHWAY PROGRAM"



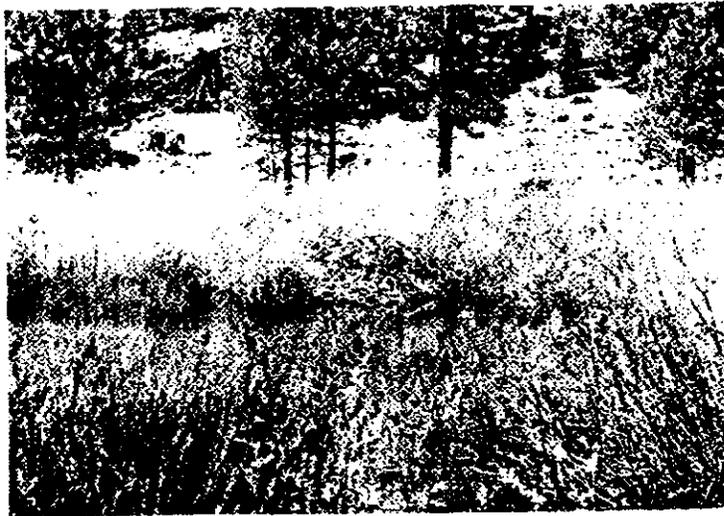


The Applegate Trail trace to the right of the rail fence and north of State Highway 66 some five miles west of Keno, Oregon.

Helfrich, Devere 'Applegate Trail West⁹¹ of the Cascades.' Klamath Falls, Oregon, 19



Pocket Glade, on Sheepy Creek, north of the old Weyerhaeuser Camp No. 4. The emigrant trail ran through the timber to the left of this picture.



Johnson Creek was called Beaver Dam Creek by the emigrants. Beaver dams and houses (center of picture) were still in existence when this picture was taken in May 1971.



Group of Klamath County Historical Society members following down the Applegate Trail where it enters Jenny Creek Canyon.

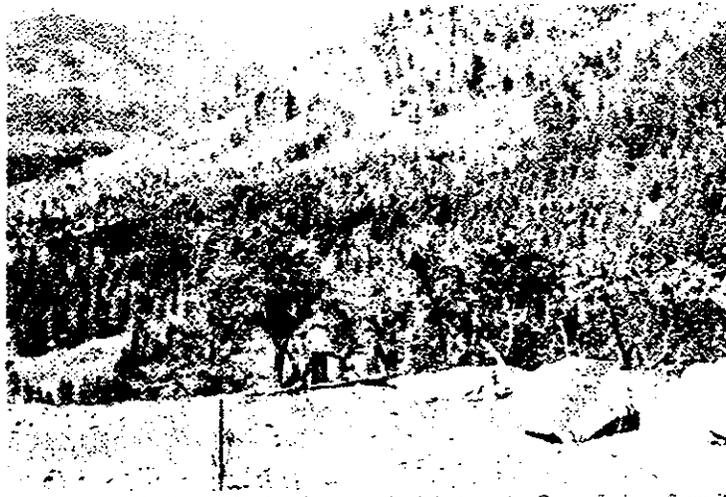


The Jenny Creek Wagon Slide down which the emigrants traveled from 1846 to 181 and up which our best Klamath Basin pioneers had to climb with their wagons.

Helfrich, 94,
11, 95.



First view by the emigrants of the upper reaches of Rogue River Valley from the summit of Green Springs Mountain. Trail led past the site of the buildings (left center) and across the open space beyond. Jean Hessig in foreground.



Continuation of landscape in the picture at the left, from the Green Springs Summit. Present day grade of Highway 65 at upper right, and U.S. Interstate 5 (in the distance) climbing to the summit of the Siskiyou Mountains.



Helfrich, 100.
Helfrich, 101.

In the Applegate Trail trough descending from Green Springs Summit on the western side. This portion of the old trail is visible from the highway about 200 feet north of



Remains of the old trail (one-half mile west of the summit) as it descends from the Green Springs Mountain into Rogue River Valley.