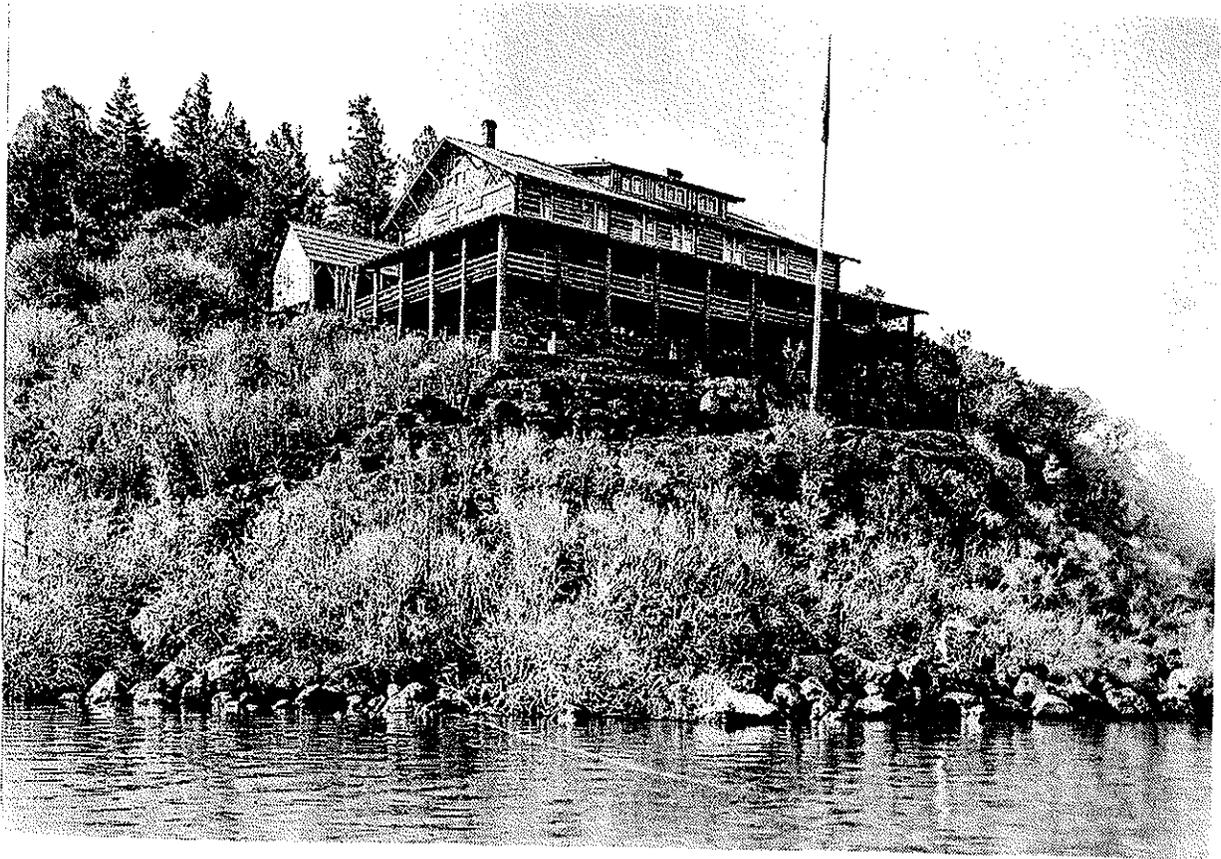


HISTORICAL RESOURCE SURVEY

RURAL
KLAMATH COUNTY, OREGON



Ward Tonsfeldt August 1990

HISTORIC RESOURCE SURVEY FOR RURAL AREAS IN
KLAMATH COUNTY, OREGON

Ward Tonsfeldt Consulting
Bend, Oregon

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PREFACE AND ACKNOWLEDGEMENTS

This survey was begun in October of 1989 and completed in July of 1990. The project was sponsored by the Klamath County Planning Office with grant-in-aid assistance from the Oregon State Historic Preservation Office. Data collected in the survey will help the Planning Office make informed decisions about historic resources within the rural areas of the county. An important goal of this and similar projects is the hope that a better understanding of Oregon's cultural heritage will stimulate people to appreciate it and take steps to preserve it.

The survey includes two parts--an inventory of potentially significant resources located throughout the rural areas of the county and an analysis of 60 sites previously identified by the County Planning Department as potentially significant.

General provisions for the project include the following:

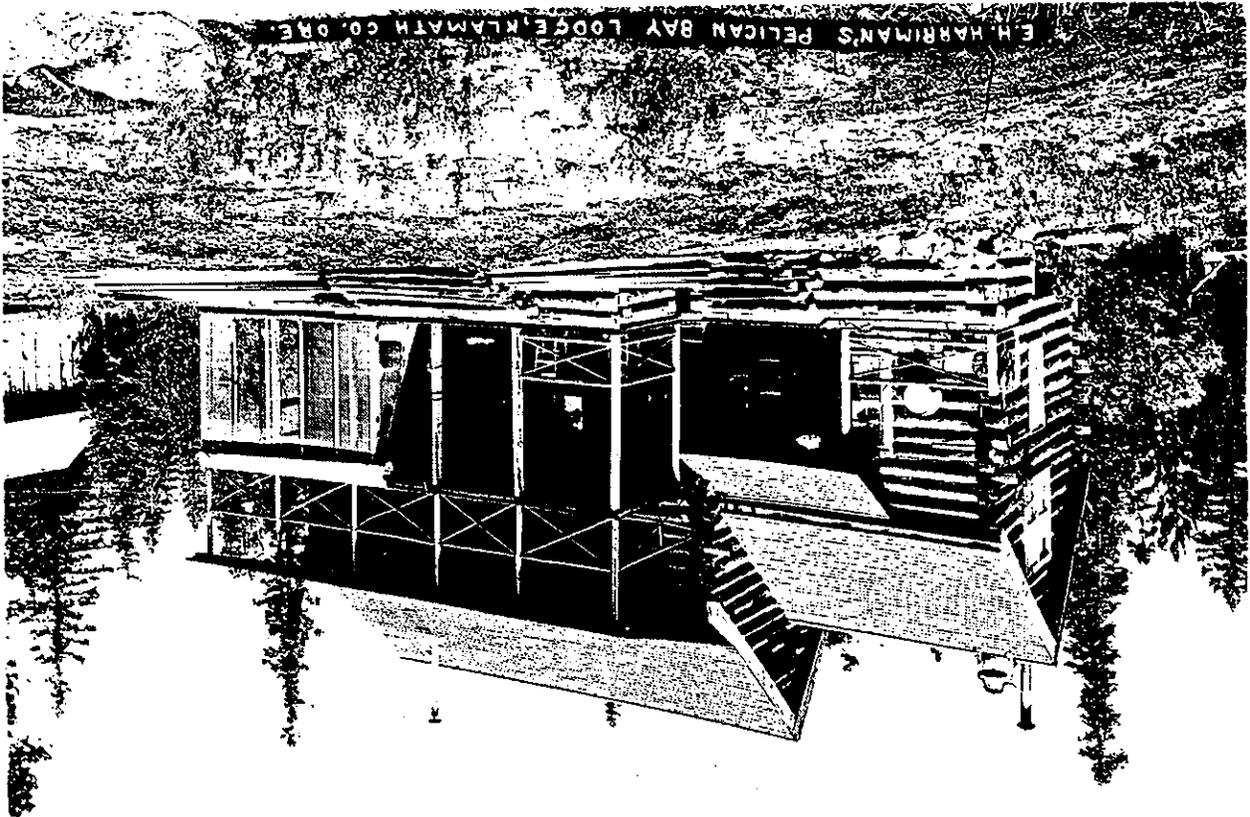
- a) The survey is limited to above-ground resources
- b) The survey is limited to resources located on private land in unincorporated portions of the county
- c) The survey should not duplicate the work of previous surveys

Rural projects like this require the cooperation of many people who are willing to share their knowledge of local history. I would like to extend special thanks to the following people for their cooperation: Pat McMillan and the Klamath County Historical Society, Wendell Thompson and the Klamath County Landmarks Commission, Fred Daniel, Rush Coffin, Gerda Hyde, Verland Huff, Leonard Johnson, Roy Gooding, Louis Hill, Amelia and Adolph Cacka, Lincoln and Frank Gabriel, Dan and Mary Jane Danforth, and Cole Fitzhugh.

I would also like to thank the project team, including Kay Atwood, Jeff McAllister, Ed Gray, Mary Anteaux, and Jean Tonsfeldt and Kathleen Williams.

Ward Tonsfeldt

Fig. 1 E.H. Harriman's Lodge on Pelican Bay (OHS photo #84463)



INTRODUCTION

This survey of historic resources in Klamath County, Oregon, has analyzed the "built environment" that lies within the temporal and spacial boundaries established for the project. "Built environment" here means permanent structures built by people in Klamath County. Ordinarily this includes such structures as houses, stores, mills, churches, lodges, office buildings, barns, schools, and other buildings. It also includes bridges, canals, viaducts, railroads, highways, dams, and electrical transmission systems. In short, any fixed product of human activity that remains above ground comes under scrutiny.

The survey has, however, excluded structures that are no longer extant. Buildings that have been demolished or burned-- however important to the county's history--have not been included in survey unless their site has some special significance of its own.

Resources chosen for inclusion in the inventory must meet at least one of the general criteria of National Register for Historic Places definition of "historic." The NHRP criteria include four basic points. The resource in question must have an association with (a) events or (b) persons significant to the broad pattern of local history, or (c) embody distinctive design or construction techniques, or (d) be likely to yield information important to our understanding of history or prehistory.

Beyond these considerations, the resources should be at least 50 years old and retain their integrity; that is, they should not be modified too far from their original form or materials.

Since a sense of the "broad pattern of local history" is central to this survey, a set of historic contexts provides additional guidance. The historic contexts are not meant to exclude resources that do not "fit" specific patterns, but rather to provide a systematic basis for interpreting the rich and complicated network of historic resources that Klamath County offers.

Temporal Boundaries of the Study Unit - 1826 to 1940

Klamath County is a political unit in south-central Oregon that was established in 1882. The geographical area that comprises the county was previously included in Lake County, before that in Jackson County, and originally in Wasco County.

The "history" of the Klamath Basin--in so far as we take the term in its literal sense of "written record"--begins in 1826 with the first contact between Euro-American and Native American groups. Following this, subsequent contacts occurred during the 1840s and the 1850s which led to the establishment of Fort Klamath and the Klamath Treaty in the 1860s. The next decade saw Euro-American settlement in the Basin and the beginnings of community life.

The second boundary, 1940, is set by the NRHP 50-year minimum for historic resources.

Spatial Boundaries of the Study Unit

The spatial boundaries of the study unit are set to include all private rural lands within the county. Areas of the county within incorporated towns or public lands managed by in Federal or State agencies have been excluded. Incorporated towns include Klamath Falls, Chiloquin, Bonanza, Merrill, and Malin. Public lands managed by Federal agencies include the Winema National Forest, and portions of the Fremont, Rogue River, and Deschutes National Forests.

Lands managed by the Bureau of Land Management include the range lands in the northern and eastern portions of the county and the Oregon and California (O.&C.) railroad grant lands in the south eastern portion of the county. Klamath County lands managed by the National Park Service include portions of 12 townships surrounding Crater Lake and Mt. Mazama. Additional public lands managed by the State or by the Bureau of Reclamation are also excluded from the survey.

The western boundary of Klamath County follows the Cascade summit from the California border north to a point in T. 23 S., R. 6 E. near the Willamette Pass. From that point, the northern boundary extends east to the northeast corner of T. 23 S., R. 11 E. The county's eastern boundary then extends south to T. 32 S., R. 12 E., where it turns to the east to the north east corner of T. 33 S., R. 15 E. It then descends to the California border. The county's southern border runs west along the state line to its juncture with the western boundary in T. 41 S., R. 5 E.

The arrangement of private and public lands within the county is complex. Generally, 70% of Klamath County is in public ownership.

Beginning at the north, the area surrounding the communities of Little River, Gilchrist, Crescent, and Mowich is private, but national forest lands extend from border to border on both sides.

Farther south, the central portion of the county, bisected by Highway 97 and extending from Chemult south to the Williamson River is also private. West of this portion lies Crater Lake National Park and The Rogue River National Forest. East of this portion lies the Fremont National Forest and the Winema National Forest.

North of Upper Klamath Lake, an area of private land extends from Fort Klamath south to the Lake itself. South of the lake, private land prevails. At the southwest corner of the county is the Weyerhaeuser West Block of timberland, and at the southeast corner are public rangelands managed by the Bureau of Land Management.

Historic geographical areas among the private lands in the south and southeastern portion of the county include the following:

- Swan Lake Valley
- Sprague River Valley
- Yonna Valley
- Poe Valley
- Langell Valley
- Lost River Valley
- Lower Klamath Lake

Historical Contexts for the Study Unit

The temporal boundaries of the project include the following standard contexts of Oregon history, with their dates adjusted to the circumstances prevailing in central Oregon:

1826 - 1865: EXPLORATION AND CONTACT

This period begins with the first recorded contacts between Native and Euro-American cultures, generally made by explorers, trappers, and fur traders. As the two cultures come into regular contact, friction arises between them, leading to treaties, the establishment of reservations, and hostilities.

1865 - 1885: SETTLEMENT TO INDUSTRIALIZATION

This period begins with the first Euro-American settlement in central Oregon's Great Basin and lava plains regions, and in eastern Oregon's Great Basin and Blue Mountains regions during the 1860s. The Indian wars conducted during the 1870s impacted settlement. By the mid-1880's, the influence of transcontinental

railroads and their attendant industries was apparent, although the railroads did not enter the region until ca. 1910.

1885 - 1912: RAILROADS AND INDUSTRIAL BEGINNINGS

This period begins with the influence of the transcontinental railroads--the Union Pacific in eastern Oregon and the Columbia Gorge, and the Southern Pacific in northern California and southern Oregon. The livestock industries grow during these years, mining technology changes from placer to quartz processing, and lumber firms from the midwest begin to acquire their vast holdings of timber land. Towns like Lakeview and Linkville are founded as commercial centers. Railroads enter Klamath Falls in 1909, Bend in 1911, and Lakeview in 1912.

1912 - 1930: INDUSTRIALIZATION AND THE PROGRESSIVE ERA

This period marks the development of the industrial system in central Oregon both as a mode of production and as a force in social organization. Farming declines, ranching stabilizes. Lumber mills are built throughout the region, with mills of 250+ mbf capacity in Bend and Klamath Falls. Towns grow as displaced settlers enter the urban labor pool. Internal combustion and electrical technologies challenge steam technologies. Hallmarks of the "Progressive Era" are apparent in the development of educational institutions, civic institutions, and such social programs as Lakeview's Daly Fund.

1930 - 1942: THE DEPRESSION AND THE MOTOR AGE

With the national depression, the central Oregon lumber industry slows until 1935, when pine production rebounds to 1928 levels. Internal combustion technology replaces steam technology in industrial and domestic applications. Highway development in central Oregon includes State Highway 97, U.S. 395, the Yellowstone Cutoff, and new routes to the Willamette Valley, especially the Willamette, Santiam, and Wapinitia passes

Broad Themes within the Study Unit

The temporal and spatial boundaries of the study unit, together with the specific details of Klamath County's history, suggested at the outset that the study would encounter the following broad themes embodied in Klamath County's historic

resource types:

EXPLORATION - evidence of trails, monuments, and sites associated with 19th century exploration

MILITARY - structures and other resources relating to military presence and activity

NATIVE AMERICAN SETTLEMENT - buildings and other structures associated with settlement on the reserved lands (reservations) or the management of those lands.

EURO-AMERICAN SETTLEMENT - evidence of the first permanent habitation pattern developed by Euro-Americans

TRANSPORTATION AND COMMUNICATION - technologies related to equine, railroad, water, motor, or air transport, and print or electronic communication media.

COMMERCE AND URBAN DEVELOPMENT - resources related to towns and trade

INDUSTRY AND MANUFACTURING - technologies of producing durable goods or consumable goods.

GOVERNMENT - tangible evidence of local, state, or national government

CULTURE AND ARCHITECTURE - resources such as residences, churches, fraternal organizations, or private schools

Resource Types by Broad Theme

The following list of resource types indicates resources typically associated with the broad themes identified above.

<u>Broad Theme</u>	<u>Resource Type</u>
EXPLORATION	trail survey monument camp site marked tree
MILITARY	camp or garrison military wagon road battle site blockhouse
NATIVE AMERICAN SETTLEMENT	agency school reservation mill reservation farm residences
SETTLEMENT	ranch complex residence fencing barn corral cabin private water development trail Carey Act canal
TRANSPORTATION AND COMMUNICATION	livery barn farrier shop remuda corral stage station stage road wagon road railroad depot railroad roundhouse railroad shops railroad grades railroad bridges docks navigation canals, locks, cuts garages gasoline stations petroleum distributing highways

highway bridges
highway maintenance facilities
airports
telegraph facilities
telephone facilities
broadcast facilities
newspaper printing plants

COMMERCE AND URBAN
DEVELOPMENT

stores
offices
restaurants
rooming houses
hotels
banks
doctors' offices
saloons
dance halls
laundry
lumber yards
slaughter houses
woodyards, coalyards
warehouses
elevators
utility buildings
water, sewer structures
hospitals (private)
fairgrounds

INDUSTRY AND MANUFACTURING

mills
factories
foundries
creameries
breweries
brickyards
sand, gravel, concrete plants
stockyards
hydro-electric dams

GOVERNMENT

federal agencies' buildings
military installations (recent)
Bureau of Reclamation canals
post offices
state offices
asylums, hospitals, prisons
state militia armories
county courthouse
county agencies' buildings
city hall
city agencies' buildings
public schools
fire station

CULTURE AND ARCHITECTURE

residences
churches
private schools
theatres
fraternal organizations, lodges



*Fig. 2 Walker Ranch, near Bly (OHS
photo #49094.)*

Klamath County Historical Overview

I. 1826-1865:

Exploration and Native American/Euro-American Conflict

Although its climate and geography are harsher than other areas of the Pacific Northwest, the natural resources and productive capacity of the Klamath Basin exercised a powerful attraction to both Native American and Euro-American groups.

Native Americans

The Klamaths and Modocs, who lived in the Basin when the first Euro-Americans came, were distributed along the shores of the lakes and marshes. Separate groups of Klamaths occupied sites on Klamath Marsh, the Williamson River, Pelican Bay, the east shore of Upper Klamath Lake, and Sprague River. The Klamath Marsh group was by far the largest of the tribelets, numbering more than the others combined.

The Modocs were generally distributed south of the Klamaths, with concentrations on Lower Klamath Lake, Lost River, and Tule Lake. Estimates of the total number of people in these groups vary, but a probable range is 1200-2000 for both groups, with the Klamaths the larger by a factor of two.¹

Each group had matched its needs to the Basin's resources. The wokus or pond-lily provided a staple food in the form of seed pods gathered in August and consumed through the winter. Fish in the lakes--including salmon, trout, and chubb--were a reliable source of protein. Concentrations of migrating wildfowl, and productive areas for hunting deer and elk were added inducements to permanent settlement.

For the Klamaths, the year's activity began in the spring with fishing, continued into the wokus-gathering in the summer, and ended with hunting and raiding parties in the fall. As the contact with outsiders became more frequent during the 1800s, the fall journeys became more ambitious, including expeditions down the Deschutes as far as The Dalles, into California's gold fields, and across the mountains to the coastal valleys. Relations between the Klamaths and Modocs were apparently cordial, with intermarriage relatively common and at least one group, the gumbatwa band, was comprised of a mixture of members of Klamath,

¹ Leslie Speir, Klamath Ethnography. (Berkeley: Univ. of California, 1930) p.5; Theodore Stern, The Klamath Tribe and Their Reservation. (Eugene: University of Oregon, 1965) p.6.

Modoc, Pit River, and Shasta tribes.

Euro-American Explorers

Early contact between Klamaths and whites came in two forms. European and American explorers entered Klamath territory and Klamaths ventured beyond their basin to seek outside contact. The first explorer to record meeting the Klamaths was Peter Skene Ogden, who was a trapper for the Hudson's Bay Company. On November 30, 1826, he wrote in his journal that the Klamath village on the Williamson River had twenty lodges with stone foundations, that the inhabitants were wretchedly clad, and that they possessed no firearms and only one horse.²

Seventeen years later, in December of 1843, John Charles Fremont led a party through the Basin, stopping at Klamath Marsh, but missing Upper Klamath Lake. Fremont found the Klamaths helpful and reasonably prosperous, with more horses than one.³ During the same year, missionaries in the Willamette Valley reported that the Klamaths did some exploring of their own, crossing the mountains to sell slaves to the Kalapuya near Oregon City.⁴

In 1846 a basis for more regular contact between the Klamaths and Euro-Americans developed as Lindsay and Jesse Applegate established the route for the South Road from Fort Hall across southern Oregon to the Rogue River Valley. The Applegate brothers had immigrated to the Willamette Valley in 1843 and established residences there. Their idea for a southern route across Oregon was perhaps prompted by their hardships on the conventional northern route. Although the Applegate party was well received by the Modocs, immigrants who followed the South road in subsequent years did not fare so well.

After 1846, relations between Indians and whites in Klamath Basin deteriorated. Fremont's second expedition to the Basin in 1846 went badly; Klamaths killed three members of his party, and he responded with a reprisal raid on a Williamson River village. In 1847, several Klamaths and Modocs joined with Crooked Finger and his band of Northern Molalas in the Molala War. In subsequent years, Modocs attacked immigrant wagon trains passing through the

² T.C. Elliott, ed. "The Peter Skene Ogden Journals." OHQ (2: 1910) p.210-222.

³ Donald Jackson and Mary Spence, eds. The Expeditions of John Charles Fremont. (Urbana: Univ. of Illinois, 1970) p.587.

⁴ Stern, p.23.

Basin, accounting for perhaps 300 casualties by 1863.⁵

The California gold rush increased traffic and tensions on the South Road, as it offered a route to the Sacramento Valley. In 1852 citizens of Yreka, California, formed a company under the command of Ben Wright and set out to protect a wagon train reported to be nearing Modoc country. In one of the most bizarre episodes of this series of reciprocal atrocities, Wright apparently attempted to poison the Modocs with strychnine-laced beef and when that failed, attacked them by more conventional means.

A few years later in 1855, a significant but rather uneventful expedition had passed through the Basin from south to north. This was the Pacific Railroad Survey, sponsored by the Federal government and conducted by two Army officers, Lieutenant Henry Abbot and Lieutenant R. S. Williamson. At the lower end of the Basin they found "a party of men that had come from Yreka to meet and escort an expected emigrant train."⁶ At the upper end, they encountered the Klamaths:

August 22. This morning the Indians came into camp. they were all well-dressed in blankets and buckskin, and were armed with bows and arrows and a few fire-arms. Their intercourse with the Oregon settlements had taught many of them to speak the Chinook, or Jargon language, and one had a slight knowledge of English. They owned many horses, some of which were valuable animals. No offer would tempt them to sell any of the latter, although they were eager to dispose of a few miserable hacks...(p. 60).

Abbott's private journal records a slightly different impression of the day's events: "Aug. 22, Wed. Many Indians in camp. Tried their food. Had to march back 17 miles and camp on a level prairie. Many Indians & squaws in camp."⁷

Comparing Williamson and Abbott's description of the Klamaths in 1855 with Peter Skene Ogden's 1826 description reveals that the tribe had changed. Their increased contact with the outside world had brought them more material goods--clothing, firearms, horses--

⁵ Estimates vary here. See C.J. Shaver et al., An Illustrated History of Central Oregon, (Spokane: The History Company, 1905).

⁶ R.S. Williamson and H.L. Abbott, Pacific Railroad Reports. (Washington, DC: USGPO, 1856) p.66.

⁷ Robert W. Sawyer, Henry Larcom Abbott and the Pacific Railroad Survey. (Portland: OHS, 1930) p.21.

as well as an increased sophistication. The net result was a society in flux:

In the changing conditions of the early nineteenth century the Klamaths were caught up in currents generated from within. The advent of horses and firearms made it possible for the tribes of the east-central Plateau, the eastern Salish, and the eastern Sahaptin to cross the Rocky Mountains, to hunt buffalo, and to enter into relations, both peaceful and bellicose, with the tribes of the Plains. As they came under the Plains influence...the Klamath were attracted to these new goods and the clothing at least came to replace or supplant traditional forms of wealth.⁸

Treaty with the Klamaths and Modocs

By 1862, Lindsay Applegate had been elected to the Oregon Legislature and had secured enough influence to introduce legislation creating a military post in the Klamath Basin. The result was Fort Klamath, garrisoned by the Oregon Volunteers, Troop C, First Oregon Cavalry, under Captain William Kelly. After the Civil War, regular army troops were assigned to Ft. Klamath, which was active through the 1870s, but was abandoned in 1889.

In October of 1864, treaty negotiations between the native groups and the U.S. were concluded at a site not far from Fort Klamath. J.W.P. Huntington, Indian Agent for Oregon, represented the U.S.; Lindsay Applegate and W.C. McKay (of Warm Springs) interpreted for the Indians. The resulting treaty established for the Klamaths, Modocs, and Piutes--perhaps 2000 people--the vast tract of "Reserved land" that became known as the Klamath Reservation. In exchange for the Indians' claims to other lands in the Basin, the government was to pay \$115,000 over 15 years, "these sums to be applied... under the direction of the President ...to promote the well-being of the Indians, advance them in civilization, and to secure their moral improvement."⁹

More than the Modocs or the Piutes, the Klamaths accepted the treaty and the Reservation system. In Theodore Stern's analysis, it was their rate of cultural change and level of relative success that led them to take a more conciliatory attitude than their neighbors.

Thus the frontier condition...gave the Klamaths...exposure to the whites, largely outside the

⁸ Stern, p.33.

⁹ Charles J. Kappler, ed. Laws and Treaties Vol. II. (Washington DC: USGPO, 1904) p. 866.

Klamath homeland. In the awareness of new ways of life beyond the limited range of which their fathers had been conscious the Klamath...became diversified in outlook. Enriched with new goods, Klamath culture prospered, although in comparison with the level achieved by the whites it seemed poorer than ever. (p.28).

Establishing Fort Klamath and the Reservation, then, set the boundaries within the Klamath Basin. The grasslands south of the Upper Lake were available for Euro-American settlement or passage while the forest and marshlands further north were to remain in the hands of the native peoples. Later, the Modoc war tested this arrangement and confirmed it.

What the Pacific Railroad Survey had quietly demonstrated, however, was that the Reservation lands lay along the path of progress. Although the railroad that Williamson and Abbott envisioned was not completed until seventy years later, the explorers' perception of the Klamath Basin as a crossing point for east-west and north-south routes proved prescient. During the nineteenth century, the Klamath Basin was as obscure as any place on the continent; during the twentieth century, its location became more and more strategic.

The Modoc War

The final episode in the process of exploration and "Americanization" of the Klamath country was the Modoc War, which capped a period of hostilities between the settlers in the Lost River Valley and the band of Modocs led by Captain Jack. At issue in the conflict was the traditional residence of the Modocs on Lost River. This area was not included in the 1864 treaty and was consequently not reserved from the public domain. As it was well-watered and grassy, it attracted settlers, who contested the Modocs' proposal for a separate reservation in the valley.

The Modoc's efforts at settlement on the Klamath Reservation had led to clashes between the Modoc and Klamath groups. As a result, the Modocs left the Reservation and returned to their former home in the Lost River Valley.

According to Shaver's account, the initial conflict was exacerbated by the businessmen of Yreka, California, who had enjoyed a lively trade with the Modocs and wanted them to remain in the Lost River Valley.

The war itself began in the Modocs' Lost River camp on November 29, 1872 with hostilities between the Modocs and a detachment of cavalry under Captain James Jackson, who had come to move the Modocs back to the Reservation. The Modocs subsequently

attacked settlements in the Tule Lake area, killing 14 (or possibly 18) settlers on November 29 and 30. The Modocs then entered the lava beds south of Tule Lake in California. Here they withstood the repeated attacks of the U.S. Army, the Oregon militia, and the Warm Spring Scouts. Several pitched battles ensued, with the Army getting the worst of each conflict. In one remarkable incident a negotiating team consisting of General Canby and Rev. Thomas were killed, while a third member--A.B. Meacham, the Klamath Agent--was scalped, although he survived.

Captain Jack and his associates were captured on June 3, 1873, and executed at Fort Klamath on October 3, thus ending a singularly grim episode in the Klamath country's history.

II. 1867-1885: Settlement

Shortly after their successful survey of the South Road, the Applegate brothers reportedly promoted a scheme to settle the Klamath Basin. Known as the "Klamath Commonwealth" project, the plan involved a party of Willamette Valley residents who crossed the Cascades in 1848 but diverted south to California after much dissention within the group.

Settlement of the Klamath Basin proceeded slowly after the establishment of Fort Klamath. Even then, few whites lingered in the Basin during the 1860s. There had been some tentative residents in the late 1850s, including two stockmen, Wendolin Nus and Judge Adams, and a trapper from Yreka, Martin Frain. These people were essentially sojourners rather than settlers, however.

The distinction of being the first real settler is usually given to Wendolin Nus, who returned to the Basin in 1866, remaining until he became one of the first casualties in the Modoc War. In 1867 several more settlers entered the country, including George Nurse, O. A. Sterns, and Arthur Langell. The following year saw more settlement and the beginnings of agriculture. Although the altitude and soil conditions made much of the Basin unsuitable for farming, stock prospered. Judge Adams had brought the first cattle--a herd of 2000--to the Keno area on the Klamath River, where they fattened on the riparian grasses.

Dicken and Dicken find evidence that the years between 1855 and 1869 were favored with more precipitation than normal.¹⁰ If

¹⁰ Samuel and Emily Dicken, The Legacy of Ancient Lake Modoc. (Eugene: Univ. of Oregon, 1985) p.2-4.

this is correct, the effect of these wet years would have produced more feed on the range and thus encouraged winter grazing.

The 1860s were years of rapid settlement throughout Oregon, and especially in the new country east of the Cascade mountains. The state's census returns show an increase from 52,645 in 1860 to 90,923 in 1870--an increase of 73%.¹¹ The first wave of settlers located in the western valleys, but the second wave lapped back across the mountains to settle the vast empty lands in the central and eastern parts of the state. During the 1860s settlers targeted Baker in the Blue Mountains, Canyonville in the John Day Valley, Prineville in the Ochoco country, and Linkville in the Klamath Basin as jumping-off points for the surrounding country.

Some of this relocation was stimulated by the gold strikes. Baker and Canyonville were gold camps first, and gold prospecting in southwestern Oregon and northern California had an effect on the Klamath Basin. The Robbins Letters in the University of Oregon archives, for example, record the activities of a family who located in central Oregon during the late 1860s. Their business was stock raising, which they pursued in the grasslands of Crook County. Their livelihood depended, however, on trailing their stock to market each fall in the gold camps of Oregon and Idaho. Thus, the effect of the gold "rushes" was widespread throughout the west.

Klamath settlers in 1867 included the following:

O. A. Sterns
Lewellyn Colver
O.T. Brown
Arthur Langell
Dennis Crawley
H.M. Thatcher
C.C. Bailey
A. J. Burnette
William Hicks
George Nurse
Edgar Overton

Settlement through the 1870s in the Basin was slowed by the Modoc War in 1872-3, but tax roles for 1875 reveal settlements at the Klamath Agency, Sprague River, Fort Klamath, Linkville, and Lost River. With the exception of Fort Klamath and the Agency, most settlement was concentrated southeast and southwest of Linkville. This was the area left open to settlement by the

¹¹ For an excellent analysis of the relation between settlement and population trends, see: Jerry O'Callahan, Disposition of the Public Domain in Oregon. (New York: Arno Press, 1979) p.19.

Klamath Treaty, and the area best suited to stock raising. Early reports mention the richness of the grasses in such areas as the Lost River Valley and the Sprague Valley. By the 1880s, the possibility of raising small grains occurred to the settlers. Early yields of barley were as high as 36 bushels/acre.¹²

Land Disputes

Most of the settlers who stayed in the Basin took advantage of pre-emption and homestead claim procedures to make their settlements permanent. Later, title to timbered land was obtained in the form of "commuted" homesteads, Timber and Stone Act claims, swamp lands, or the state lands offered for sale. Title to desert land was available through the various irrigation acts which began late in the 1800s.

To accommodate the land-hungry, a branch of the U.S. Land Office was opened in Linkville in 1872. The same year saw regular mail delivery and the beginnings of a stage line to Ashland and Lake City, California. In 1874, Linkville was the seat of newly-formed Klamath County. Two years later, a general election would move the county seat east to the more populous Goose Lake Valley and the town of Lakeview.

Despite the enormous amount of public domain land available, the settlement period endured several land scandals. The most notable of these was the "swamp land" scheme. Federal legislation had granted lands declared to be "swamp lands" to the states to manage, since they were presumably unfit for settlement. In Oregon, as elsewhere in the arid west, the swamp lands were in fact especially valuable. The state government disposed of these well-watered tracts for \$1.00/acre to unscrupulous parties who obtained title to lands already settled by legitimate entrymen.

In a second scandal, the state obtained title to alternate odd-numbered sections three sections deep along the proposed route of a wagon road from Eugene, over the Willamette Pass, and across the Klamath Reservation. In 1864, the Oregon Central Military Wagon Road (as the route was named) was built, and in 1865 the land was deeded to the builders, the Oregon Central Company. In 1876 they sold the grant to a California firm, the Pacific Land Company.

Approximately 500,000 acres of the land were located east of the Cascades, and of that portion, 110,000 acres were located on the Klamath Reservation. In 1905 the Booth-Kelly Lumber Company interests, who had purchased the grant from the Pacific Land Company, consolidated these scattered sections into a single

¹² Shaver et al. p. 971.

tract. This was segregated from the Reservation as an 87,000-acre block in the northeast corner. The exchange gave the timber company a block of potentially valuable ponderosa forest in trade for scattered lodgepole holdings. Since the Klamaths had not known about the road grant when they signed the treaty, they did not accept the segregation, and the legal controversy lasted until 1936.¹³

During the 1880s, the Klamath Basin began to "settle up" in earnest. Klamath County was divided from Lake County in 1882, and Linkville became the new county seat. Linkville got a flour mill, a lumber mill, and a newspaper during these years, although it was not to get a bank until 1900.¹⁴ Communities in the south-central portion of the County flourished, as ranching and dry-land grain farming proved viable activities.

Irrigation and Reclamation

The final thrust of settlement in the Basin came as a result of the complex of irrigation projects known collectively as the Klamath Project. Attempts to irrigate portions of south-central Klamath County began in 1878 with the construction of the Ankeny Canal in Linkville. Four years later, the Van Brimmer ditch diverted water from Lower Klamath Lake to the Tule Lake, irrigating 4000 acres along the route.

In 1902, the U.S. Reclamation Act opened the possibility of federally-managed reclamation projects. According to a history of the Klamath Project prepared by I.S. Voorhees in 1912, the Reclamation Service was invited into the Klamath Basin by citizens of "Klamath Falls, Merrill, Bonanza, and adjacent valleys."

The Service prepared surveys and plans for a complex system, and began construction of the Main Canal from the head of Link River in 1906. Construction progressed slowly as the engineers cut through the basalt to complete the canal and its distribution system. Before the railroad reached Klamath Falls in 1909, materials, equipment, and personnel had to be shipped in by rail to Thrall and then by team over the Topsey Grade to Klamath Falls.

By 1912, the system was irrigating 24,000 acres; by 1940, it

¹³ O'Callahan, p.50-52.

¹⁴ Rachael Applegate Good, The History of Klamath County, Oregon. (Klamath Falls, 1940) p. 63-64.

was irrigating 181,870 acres.¹³ The impact of the system on the areas it irrigated was profound. Prior to irrigation, the stockmen and dry-farmers of Klamath County had land that was reasonably productive, but not remarkably so. Small grain yields of 35 bushels/acre were considered remarkable. After irrigation, wheat yields increased by a factor of three or four, and row crops--especially potatoes--were very successful.

Irrigation also affected settlement in the county. The population of Klamath Falls increased from 500 to 5000 in the ten years between the start of the project in 1906 and 1912. Not all of that growth was attributable to the irrigation project, of course, but the project provided the town's first visible "boom."

III. 1885-1912 Railroads and Industrial Beginnings

Hill and Harriman

The westward progress of American industry arrived slowly in south central Oregon, which remained pre-industrial as late as 1910. At the turn of the nineteenth century, however, the area became a battlefield in one of the nation's great commercial and personal rivalries. This was the conflict between E.H. Harriman and James J. Hill--two railroad builders whose ambition and energy shaped the U.S. west of the Mississippi.

By 1900, Harriman and his associates in New York had control of the Southern Pacific railroad in California, and the transcontinental Union Pacific and Central Pacific lines. James J. Hill and his associates in Minnesota had control of the transcontinental Great Northern and Northern Pacific routes.

Hill wanted to extend his lines south from Portland to tap the lucrative California markets. The best route lay through the Willamette and Sacramento valleys, but this was the Southern Pacific's route. The next best choice ran from the Columbia Gorge south through the Deschutes Valley and the Klamath Basin--the central Oregon corridor. As Hill coveted this route and began his plans to build, Harriman began planning to forestall him by building his own line north from Weed, California, to Klamath Falls.

¹³ I.S. Voorhees, A History of the Klamath Project. (Klamath Falls, 1912) p. 122; see also, Good, p.106.

In addition to its strategic value, the Klamath railroad route offered resources important to both sides. Hill had close connections with the lumber industry. He and Frederick Weyerhaeuser were neighbors in Minneapolis, and Hill had sold Weyerhaeuser 900,000 acres of Northern Pacific grant lands in 1900.¹⁶ Both Hill and Weyerhaeuser admired central Oregon properties, provided they were large enough to be interesting. Weyerhaeuser had the entire 850,000 acres of the Oregon Central Military Road grant under option in 1890. Extensive portions of this grant lay in Klamath and Lake Counties. Hill was more favorably disposed toward the adjoining Willamette Valley and Cascade Mountain Wagon Road grant, which consisted of 860,000 acres in alternate sections from Lebanon, Oregon, over the Cascades and across the eastern part of the state.¹⁷ He bought the tract for his Oregon and Western Colonization Company in 1910.

Harriman acquired a stake in central Oregon when he got control of the Southern Pacific. An important part of the S.P.'s business was shipping agricultural products from central California. This trade required boxes, and the Ponderosa forests of northern California and central Oregon were attractive sources of box shooks. The S.P. had become involved with the Weed Lumber Company and was a major landowner in northern California.¹⁸ In Oregon, Harriman had fallen heir to the immense Oregon and California Railroad Company grant of 3,728,000 acres in the southwestern part of the state. Before withdrawing the lands from sale in 1903, the S.P. had sold 820,000 acres, 524,000 acres in large parcels suitable for logging. Harriman hoped to hold the rest for appreciation as stumpage prices rose, but his firm lost the grant lands because of abuses too flagrant even for those permissive times.¹⁹

Finally, Harriman had what must be regarded as a personal enthusiasm for the Klamath country. Although his residence was in New York state, he built and maintained a summer home on Upper Klamath Lake near Pelican Bay. Even before the railroad reached the Basin, he spent summers there with his family. For one

¹⁶ Ralph Hidy, Frank Hill, and Allen Nevins, Timber and Men: The Weyerhaeuser Story (New York: Macmillan, 1963) p.212; Albro Martin, James J. Hill and the Opening of the Northwest (New York: Oxford University Press, 1976) p. 464.

¹⁷ O'Callahan p.54.

¹⁸ U.S. Bureau of Corporations, The Lumber Industry (Washington D.C.: USGPO, 1911-1914).

¹⁹ Stuart Daggett, Chapters on the History of the Southern Pacific (Berkeley: Univ. of California, 1922) p.452.

summer, his guest was California naturalist John Muir.²⁰

The network of rail lines serving Klamath County eventually reached the following extent:

California and Northeastern (S.P.)-- Weed to Klamath Falls 1909
Oregon Trunk (N.P.)-- Columbia Gorge to Bend 1911
Oregon, California, Eastern-- Klamath Falls to Sprague River 1923
Southern Pacific-- Klamath Falls to Eugene (Natron cut-off) 1926
Great Northern-- Bend to Klamath Falls 1927
Modoc Northern (S.P.)-- Alturas to Klamath Falls 1929
Great Northern-- Beiber to Klamath Falls 1931

Railroad Building

The Southern Pacific's Weed to Klamath Falls line, the first to enter central Oregon, was the product of a complex relationship between the Weed Lumber Company and the Southern Pacific Railway. The two firms' objectives were the following: a) To reach Klamath Falls and claim a \$100,000 bonus that the city was offering, b) To gain access to timberlands north of Weed, and c) To profit from Klamath Falls' growth through their common venture, the Klamath Development Company.

California lumbermen Abner Weed, George X. Wendling, S.O. Johnson, and others formed an "interlocking directorate" of the railroad, the Weed Lumber Company, the Big Basin Lumber Company (in Klamath Falls), and the Klamath Development Company. Three of these firms had their offices in the Flood Building in San Francisco.²¹

The new railroad began as the Weed Lumber Company's logging railroad and then continued across northern Siskiyou County to the Butte Valley, across Lower Klamath Lake, and into Klamath Falls. Beyond the city, the railroad extended north along the east shore of Upper Klamath Lake, across the Williamson River at Chiloquin-- which it reached in 1912--and up the Williamson Valley as far as Kirk. Penetrating 43 miles of the Klamath Reservation brought the line closer to its destination point of Eugene, but it also opened up the timber on the Reservation, on the Crater National Forest, and on private holdings in central Klamath County.

²⁰ George Kennan, E.H. Harriman Vol II. (New York: Ayer, 1922) p. 328; Klamath Falls Evening Herald August 20, 1908.

²¹ Larry Shoup and Suzanne Baker, Speed, Power, Production and Profit. (Yreka, California: Klamath National Forest, 1981) p. 29; The Timberman, Jan. 1912, p.4.

A second generation of central Oregon railroads was built during the 1920s. These lines did less to change the lives of the Lake and Klamath County residents than the first railroads did, but they had an important impact on the lumber industry. Although Hill and Harriman died in 1916 and 1909 respectively, the two railroad companies continued their rivalry into the next decade.

The first of the new lines was the O.C.&E., which ran east from Klamath Falls into the timber of the Klamath Reservation. After an initial halt at Dairy, the line reached Sprague River in 1923, and Bly in 1928.

In 1913, Federal courts had separated Harriman's Union Pacific from the Southern Pacific and the Western Pacific. In 1922, however, the combination of the Central Pacific and the Southern Pacific was permitted. As a result, the delicate balance that had governed the railroads' relationship in the Pacific Northwest since Harriman's death in 1909 and Hill's death in 1916 broke down.

In the fall of 1925, the Southern Pacific and the northern lines came into open conflict at the Interstate Commerce Commission hearings in Portland. The S.P. argued that their plan to provide transcontinental service through Klamath Falls would "give Portland and Oregon through this construction a new direct transcontinental line to the east, so located on the one hand to serve the greatest agricultural and timber sections of Oregon, and on the other hand, provide a mid-continental route giving these sections direct service with a major part of the United States."²² The northern lines argued that they should be allowed to build south from Bend to Klamath Falls.

Positions hardened; Sproule apparently said at one point that the S.P. would not build east from Klamath Falls if the Oregon Trunk built south from Bend. The Weyerhaeuser Timber Company reportedly said that they would not build their proposed mill in Klamath Falls unless the Oregon Trunk reached the city.²³

Soon the citizens of south central Oregon were heard from. Klamath County's lumbermen drafted a petition in support of the S.P., and the county's farmers followed suit with a petition opposing the Oregon Trunk. Sproule answered with a telegram to Klamath Falls Chamber of Commerce affirming his intent to build the Modoc Northern if the Oregon Trunk could be stopped. The Chiloquin Commercial Club rose to the occasion with a telegram opposing the Oregon Trunk while Robert Strahorn--still titular

²² William Sproule, "Testimony" (San Francisco: Southern Pacific Railroad, 1926).

²³ Klamath Falls News, Sept. 13, 1925.

owner of the O.C.&E.--proposed to help the situation by building more of his own railroad if he could raise the money.²⁴

Given this level of controversy, it was not surprising that the Interstate Commerce Commission did not reach a decision until the following spring. In the end, the S.P. got its new route across California, and the Oregon Trunk got to build south from Bend to a point on the S.P.'s Klamath Falls-Eugene line. If the S.P. and Oregon Trunk could not agree on joint operation of the line into Klamath Falls, the latter could build its own line either along the Upper Lake or through the town of Sprague River.

Completing the project that it had begun in 1909, then, the Oregon Trunk filed for its extension south from Bend in the spring of 1927. It had acquired the Shevlin-Hixon Lumber Company's logging line for the first 23 miles of the new route, so only 45 miles of new track was necessary. This task was completed before the end of the year. The Oregon Trunk and the S.P. agreed to joint operation of the track into Klamath Falls, and in an unexpected move, they also agreed to joint operation of the O.C.&E. True to its bargain, Weyerhaeuser began construction of its new mill in Klamath Falls in 1928.

Despite Sproule's threat, the Southern Pacific did build the Modoc Northern. The Klamath Falls to Alturas route had been part of the company's plans since it incorporated the Modoc Northern in 1908. The Klamath County lumber mills got a direct route to eastern markets as a result, although they had Weyerhaeuser for added competition. Finally, early in 1929, the Great Northern filed with the ICC its plan for a line from Klamath Falls to connect with the Western Pacific at Beiber, California. The new line would be the last railroad built in south central Oregon.

The Lumber Industry

In Klamath County--as in much of the U.S.--the connection between industrialization and the railroads was an intimate one. The connection point in Klamath County was the lumber industry, and as the railroads opened the Klamath country, the lumber industry entered into a symbiotic relationship with them. The railroads provided access to the timber that the lumber manufacturers needed as well as access to the national marketplace for their products. The lumber industry--in turn--provided the freight revenues that the railroads needed to build and operate their expensive systems of track and equipment and to service their monumental debt.

²⁴ Klamath Falls News, Sept. 17, 24, 26, 27, 1925.

Although the town of Linkville--"Klamath Falls" after 1892-- did not get a railroad until 1909, a logging railroad reached from the S.P. mainline into south-western Klamath County as early as 1892. The railroad was used to log a portion of a large timber tract usually referred to as the Pokegama tract. Significantly, the name originated in Minnesota, which points out the connection between the western pine industry and the Great Lakes states.

The first portion of the tract was part of the Oregon and California Railway Company (O.&C.) grant lands, which were then owned by the Southern Pacific. In 1887, the Pokegama Sugar Pine Lumber Company purchased over 10,000 acres of these lands in Klamath and Jackson Counties by trust deed.²⁵ During the 1890s, two groups of midwestern lumbermen operated a mill at Klamathon, California. Logs for the mill came from the Pokegama tract. In 1902, the Klamathon mill burned, and activities in the area shifted to the construction of a new railroad and some smaller mills, including the first Algoma Lumber Company mill and the Pioneer Box Company mill.

Then, coming from an unexpected quarter, the Weyerhaeuser Timber Company bought the smaller operators' holdings and assembled them into one package of 49,000 acres.²⁶ When the U.S. Department of Commerce was compiling its extensive report on the lumber industry in 1912, Weyerhaeuser was the second largest holder of timberland in the U.S. The largest was the Southern Pacific Railroad and third was the Northern Pacific Railroad. All three firms were active in Klamath County.

While clearly the dominant force in Klamath County timberlands, Weyerhaeuser was by no means the only lumber company interested in acquiring large holdings of ponderosa pine. In the north and central portions of the county, the Oregon Central Military Wagon Road grant lands were in the possession of the Booth-Kelly Lumber Company interests. After 1905, Booth-Kelly sold parcels to a variety of lake states and midwestern lumber firms. Among these sales was 500,000 acres sold to the Hunter Land Company of Minneapolis for \$700,000.²⁷

During the following winter, James J. Hill of the Northern Pacific and some of his friends from Minnesota visited their holdings in Klamath Counties. Prominent Klamath County landowners from Minnesota included the Shevlin and Carpenter interests, The Deschutes Land Company, Yawkey (spelled Yacqui) Lumber Company,

²⁵ Devere Helfrich, "Pokegama," in Klamath County Echoes, II: 1964, p. 1-81.

²⁶ Hidy et al. p. 239.

²⁷ O'Callahan p. 51.

S.O. Johnson, and R.H. Gilchrist.²⁸ In 1910, a Timberman magazine feature on the Klamath Basin included among the largest private holdings in Klamath County the 159,000 acres owned by Weyerhaeuser and the 200,000 acres owned by the Deschutes Lumber Company, the Shevlin, Carpenter, and Hixon Company, the Yawkey (spelled Yochey) Lumber Company, S.S. Johnson, and the Gilchrist family.

After the advent of the railroad, several small local mills began cutting lumber for shipment out of the county. These included the Moore and Ackley Brothers mills in Klamath Falls, and the Long Lake Lumber Company, Utter and Burns Lumber Company, and the Meadow Lake Lumber Company. Then, in 1910, the first of the new, large Klamath Falls lumber companies incorporated. This was the Pelican Bay Lumber Company, a firm whose practices were to set the standards for the industry in Klamath County.

The Pelican Bay Lumber Company began as an association of Harold D. Mortenson and G. D. Hauptman, both of whom were doing business in San Francisco in 1910. Hauptman was with the Hauptman Lumber Company of San Francisco, and Mortenson was the son of Jacob Mortenson, who was reported to be the president of twelve lumber companies in the midwest.²⁹

The new company opened an office in Klamath Falls in May of 1911, and began logging on July 1 of the same year. In the spring of 1911, they began dredging on the canal or "cut" leading to their millsite, and the mill itself was ready by the following spring.

The Pelican Bay Lumber Company was a tidy arrangement. Mortenson and Hauptman had the support of family firms in a venture that was well-conceived from the outset. They also had the participation of stockholders G.X. Wendling, S.O. Johnson, and W.P. Johnson--men whose interests in pine belt business included (among others) the Weed Lumber Company, the California and Northwestern Railway, the White Pelican Hotel, the Klamath Development Company, and the Big Basin Lumber Company. Mortenson rose to a position of prominence in the industry and in the community, and his mill remained active through the 1930s.

Two years after the Pelican Bay Lumber Company was formed, the Ewauna Box Company began business. The new firm was incorporated by three local entrepreneurs: C.B. Crisler, Ben Owens, and Burge Mason.³⁰ The firm purchased the Cave Mountain

²⁸ Klamath Falls Evening Herald, Dec. 10. 1909.

²⁹ Klamath Falls Express, April 13, 1911.

³⁰ Klamath Falls Evening Herald, Aug. 6, 1912.

Unit of Klamath Reservation timber in 1913, eventually cutting 47 million board feet from this sale by the close of the 1924 season.

Major mills entering the local business scene during the 1910-1920 period were the following:

- 1910 Pelican Bay Lumber Company
- 1911 Algoma Lumber Company
- 1912 Klamath Manufacturing Company
- 1912 Chiloquin Lumber Company
- 1912 Ewauna Box Company
- 1914 Lamm Lumber Company
- 1916 Modoc Lumber Company
- 1917 Big Lakes Lumber Company
- 1918 Blocklinger Lumber Company
- 1919 Sprague River Lumber Company
- 1920 Shaw-Bertram Lumber Company

Although each of these mills had its own business profile, they all shared certain characteristics. First, with the exception of Algoma, each was "locally owned" in the sense that their principals resided in Klamath Falls and operated the mills personally. Second, while they ranged in size from 135 thousand board feet/day to 70 thousand board feet/day, the average size of 100 thousand board feet/day was moderate for western pine mills. Finally, their timber was acquired from public sales or small private holdings, but not from large tracts like those held by the industry giants.

IV. 1912-1930: Industry and the Progressive Era

Urban Growth

The city of Klamath Falls has been the focal point of Klamath County since its origin as Linkville. The city has provided a variety of economic, social, and technological services. As the Klamath County seat, it has offered a political center for an area reaching from Bly to the Cascade summit and from the California border to Gilchrist.

As a supply center for the ranches, farms, and the lumber industry, the city offered vital services. In 1918, the Hall and Fitzpatrick foundry moved to Klamath Falls from the Willamette Valley. During the 1920s, as many as four foundries flourished in Klamath Falls' industrial district. Supplies for the logging camps rolled out of the warehouses on Spring Street, and new

agricultural machinery was sold in the showrooms on south Sixth. Mill owners built their homes on the city's hills, and mill workers and their families lived in the working class neighborhoods south of the railroad. Transient workers crowded the city's boarding houses and residential hotels while the mills operated, but left for California during the winter.

Loggers and cowboys came to town to "blow off" their wages in the less savory parts of the city. Any street corner could have offered the passerby a rich diversity of tongues: Irish sheepmen speaking Gaelic, Mexican railroad workers speaking Spanish, Scandinavian lumber workers speaking Norwegian or Swedish, and Czech farmers speaking Slavic.

In her analysis of northeastern Oregon towns, geographer Barbara Bailey distinguished four stages of growth. The first two stages feature a main street composed of widely spaced frame buildings. The third stage features a main street composed of two-story masonry buildings with back yards and interstices between them. The fourth stage main street has a continuous row of two-story masonry buildings which use all the available land.³¹ Klamath Falls' main street (not surprisingly named Main Street) reached the fourth stage during the World War I years. By 1920, Klamath Falls was a well-established town of 5000 people offering the amenities usually found in provincial centers. It is probably safe to say that no one in 1920 anticipated the explosive growth that the next ten years would bring.

By 1930, the population stood at more than 16,000, having doubled twice in 10 years. By 1924, it was apparent that Klamath Falls was growing more rapidly than other cities in the state. A housing shortage had been reported in 1923, and by 1924 building permits had gained 91% over the previous year.³² Eighty-one building permits were issued during August of 1924. In 1925, only Portland among Oregon cities built more new structures than Klamath Falls.³³

In 1926 all previous building records fell, as \$1,000,000 worth of construction went up during the first six months. The next year saw the million dollar mark passed during the first five months. In 1928, Klamath Falls was third in the state behind Portland and Salem and 1929 doubled 1928's pace during October.³⁴

³¹ Barbara Bailey, Main Street Northeastern Oregon, (Portland: OHS, 1982) p. 100-115.

³² Klamath Falls Evening Herald, April 4, 1923; July 8, 1924.

³³ Klamath Falls Evening Herald, Oct. 10, 1925.

³⁴ Klamath Falls Evening Herald, June 6, 1928; Nov. 1, 1929.

Other Klamath County communities that flourished in the 1920s were Chiloquin, Sprague River, Bly, Merrill, Bonanza, Malin, and Keno. The first three of these were "mill towns" and the rest were "market towns." Chiloquin, a Reservation community to the north of Klamath Falls on the Southern Pacific main line, established a post office in January of 1912, soon after the railroad had reached the town in 1911. Two mills built nearby provided impetus for growth, but the population was still below 100 in 1922. Sprague River was located on the O.C.&E. railroad to the east of Klamath Falls. The railroad reached the townsite in 1923, and the first post office opened there during the same year. Sprague River's single large lumber mill went through a rapid succession of owners during the 1920s.

Agricultural communities like Merrill, Bonanza, or Malin offered a more stable economy than the mill towns. Merrill, in the Lost River Valley, was platted in 1894 by N.S. Merrill. The town had the second flour mill in Klamath County, which enabled farmers to sell their wheat without transporting it to Linkville. Bonanza, located at the juncture of the Langell, Poe, and Lost River valleys, was platted in 1878. Malin, in the Tule Lake basin, was founded in 1909 by a group of Czech farmers who had immigrated to Nebraska and were looking farther west for better opportunities.

Chiloquin and Sprague River, the two communities located on the Klamath Reservation, developed a unique ambience. Merchants and camp followers came to the towns with the lumber industry, and the result was a rather precarious economy that depended on the lumber industry payrolls and the Reservation per-capita payments to fuel it. The Klamath Agent deplored the results of this volatile mixture in his 1929 report:

During the past few years, many people who work in the logging camps and the sawmill have come to the reservation and as a result there are a number of small towns and communities on fee patented land within the reservation which present a difficult law and order problem. In these towns are usually found the poolroom, dance hall, and other places of alleged amusement, the bootlegger, the gambler, and in one town especially, houses of prostitution. I am advised that the Indians have free access to everything and as a result they are often in trouble. These towns and communities do very little to maintain proper law and order but depend almost entirely on the agency for police protection. Chiloquin is incorporated and attempts to do some police work, but it is done so inefficiently that the efforts have no effect.

A concentration of wealth and financial institutions characterized Klamath Falls during the 1912-1930 period. Beginning with the Moore Brothers and extending to G. C. Lorenz, men prominent in the lumber industry were also prominent in local banking and other enterprises. Many Klamath County residents found entry into the entrepreneurial class relatively easy during the boom years of the 1920s. The profits available in small to medium sized mills and box factories encouraged new enterprises.

Klamath County's Social Structure During the 1920s

The Moore brothers of Klamath Falls offer a good example of the connections within the Klamath County power structure. After their purchase of their father's mill on Link River in 1887, the brothers manufactured lumber until 1910, when they sold their new mill on Lake Ewauna to the Innis-Clark Lumber Company. Charles S. Moore was involved in city and county politics, and served two terms as State Treasurer. His business interests included the Thatcher and Worden Mercantile Company, the Klamath Falls Light and Water Company, the First National Bank of Klamath Falls, the First National Bank of Merrill, and real estate in Portland and Klamath Falls.³⁵ His obituary rather crassly included an estimate of his net worth, which was reported at \$400,000.³⁶

Charles' brother Rufus was a less conspicuous public figure, but his business interests were the same, as was his stature in the county. Other early Klamath County notables with interests in the lumber industry were Charles Worden, Fred Melhase, and Charles Witherow.

Lumbermen who came to Klamath County in the 1912-1930 period include Lamm, Mortenson, Shaw, Voye, and Hovey. Local businessmen who entered the lumber industry include Collier, the Daggett brothers, Steiger, Lorenz, Crisler, Setzer and numerous others. Economic analysis might reveal the extent to which Klamath County experienced real as opposed to perceived prosperity during the 1920s and early 1930s. For our purposes, it is enough to see prosperity and "boom" conditions as a central part of the county's self-image.

The local newspapers promoted this image by their persistent boosterism and continuous reference to growth and development. As we have seen, building records were newsworthy, as were data about the annual lumber cut, or the number of people employed in the

³⁵ Good, p. 202.

³⁶ Klamath Falls Evening Herald, July 20, 1915.

mills. In 1925, the Evening Herald ran a story about the growth in Klamath Falls savings accounts, offering evidence that there was one million dollars more in the local banks than a year before.

The positive side of this perception was a strong sense of community pride, and a fostering of such middle class values as industry, thrift, sobriety, education, and charity. These are characteristic of the Progressive spirit that infused this era in Klamath County and throughout the U.S. Rachael Applegate Good's 1941 history of Klamath county was compiled during the 1930s when the sense of community was being tested in the national depression. The volume included in its biographical section account of the lives of c. 600 Klamath residents, mostly prosperous burghers who "subscribed" a sum of money to have their names included. While this practice may strike us as rather quaint, it testifies to a sense of community and a certain pride in modest accomplishments.

Mary Agnes Hunt's 1931 Senior Thesis at the University of Oregon was an analysis of her hometown entitled "Oregon's Middletown--Klamath Falls." The thrust of the paper was a comparison between Klamath Falls and the community described in Middletown. She concluded that Klamath Falls had more divorce than Middletown, less "culture," better education, weaker churches, and more social mobility.

If the positive side of Klamath County's prosperity was the opportunity it offered, the negative side was the diffidence it created to some of the grim realities of working class life. Through the period, there were several distinct categories of workers. The first were the original loggers and lumber workers who had come to the Pacific Northwest from the Great Lakes region. These men formed the nucleus of woods crews and mill shifts, and became permanent residents of the Klamath County communities.

The second group was made up of homesteaders who moved to the mill towns during the war years and the early 1920s. These people had been lured onto the desert homesteads by the various federal reclamation projects and unscrupulous promoters. The high arid country in Eastern Klamath, Lake and Deschutes counties yielded good crops of small grains during the 1910-1918 period, but could not sustain production in dry or especially cold years. As a result the homesteaders "starved out" and moved to town, where the World War I labor shortage had created a market for their services.

The third group of workers were the transients, who provided seasonal labor in agriculture and the lumber industry. This group is the most difficult to account for, since they left little in the way of written records, and few of them remained in town to become "oral sources" for later writers. The transient population

was not unique to the Klamath industry, but it had become a discernible element in the labor mix by 1922:

...the Klamath Falls region has always had a class of labor which is somewhat below the efficiency shown by labor in the yellow pine region of eastern and central Oregon. This may be explained in that Klamath Falls is quite accessible to San Francisco, from which the greater portion of the common labor is secured. I have always noticed that there was a larger turn-over in labor in this locality and a rather inefficient type of floating element.³⁷

However much of the actual workforce they constituted, the transient workers set the tone of much of the district's working class culture. Mary Agnes Hunt, for one, did not approve:

During ordinary times Pay Night (Saturday nights nearest the 1st and 15th of the month) is a grand carnival and get together for all the [working class] people in the county. Crowds mill in and out of the stores, spending the money they have earned in the previous two weeks. Banks and stores stay open till 10:30 when the million dollar payroll is cashed and most of it is spent. Fights and intoxication are the order of the evening. Local doctors and hospitals expect their biggest business on these weekends... The town offers very little that is better to brighten the lives of the people who work in the nerve wracking box factories. (p.11)

What was offered in addition to the Saturday night promenade was a range of more serious vices including gambling, narcotics, and prostitution. Klamath Falls had no monopoly on tawdry amusement, of course, but the city's reputation in Oregon as the "wild town on the border" seems to have been well-founded.

Housing was available for employees of the larger firms in the form of company cottages near the mill sites. Lamm, Algoma, Pelican Bay and Ewauna maintained workers' residences. Single men could room in company accommodations called "hotels" which were provided for the purpose. Commercial accommodations for transient workers included rooming houses, which were distinct from boarding houses, residential hotels, apartments, courts, and auto-courts. In Klamath Falls, accommodations of any kind were difficult to find during the peak of the season. Data from Sandborn fire maps shows one long block in the industrial district that had five single family residences in 1921, 72 rental units in 1931, and has eighteen units today. The units available for rental varied from

³⁷ Crater National Forest November 4, 1914 Sale File. Readjustment Report Oct. 20, 1922.

apartments in hastily-divided houses to the tents included as permanent installations on one of the Sandborn maps.

The rural settlers that preserved their ethnic identities included the Czechs at Malin and the Irish from Lake County. Two references to Russian immigrants occurred in 1913.³⁸ Both references suggest that the Russian group was about to locate in the southern part of Klamath County, but subsequent references to the group are lacking, and oral sources can add little information. The group may not have settled, or they may have remained sufficiently cloistered to avoid publicity.

The Bohemians who founded Malin, however, formed a conspicuous element in that community. Arriving in 1909, the thirty original families purchased land and began farming soon after they had established themselves on their holdings.

The Irish immigrants to Lake County were connected with ranching and the sheep industry in particular. Driven from Ireland by a chronic lack of opportunity, they came to settle or simply to work long enough to save up money for a better chance back home. Klamath Falls was the nearest large town for much of Lake County, and some Irish immigrants entered the Klamath Falls labor pool.

1930-1942: Depression and the Motor Age

In 1930, the Klamath district was riding the crest of a wave of prosperity that had been building during the 1920s. In November of that year the First National Bank opened its new headquarters in downtown Klamath Falls. The bank was a local firm, organized in 1903, and sustained by the region's steady growth. The new building cost \$250,000. It was built to impress, standing "as a splendid monument to the progressiveness of the officers and directors of the association and...the rapid progress enjoyed by Klamath Falls the city and the Great Klamath Basin."³⁹

The bright terra-cotta exterior, the marble and granite interior surfaces, the murals on the walls and ceiling, and the sophisticated engineering system all contributed to the building's message of prosperity, permanence, and modernity. As one reporter

³⁸ Klamath Falls Evening Herald, April 29, 1913.

³⁹ Klamath Falls Evening Herald, November 14, 1930.

remarked, the whole project "discounts the theory that the depression has been felt to any extreme in this community."⁴⁰

Industry

As early as January of 1930, the lumber industry had begun bracing itself for a market decline, but the general perception was that the adverse conditions would be temporary. The slump did not deter mill building, which continued at a brisk pace. The Weyerhaeuser super-mill opened officially in January, and Pelican Bay Lumber Company re-designed its box factory in the same month. In May, the new Cascade Box Factory was to open and later in the month, the new Kesterson sawmill south of Klamath Falls ran its first shift, cutting 95 thousand board feet in twelve hours.⁴¹ The Spaulding Brothers built a sash and door plant in June, and Weyerhaeuser started their box shook plant in July of 1930. The pace slowed during 1931, with Shaw-Bertram's purchase of the Pickering Tract near Tionesta, California, becoming the largest lumber transaction of the year.

During the 1930s, the Klamath mills' customary emphasis on box and shook production became a lifeline in the beleaguered industry. Local perception of the importance of box production began with references to the box companies' relative strength when other lumber operations were dangerously weak. In November of 1931, the Western Box Manufacturers Association met in Klamath Falls to discuss the future of their industry. Shook grading practices came under discussion, as did the threat posed by "inferior materials."⁴²

Box shook became a rallying point for the Klamath industry, leading to a series of promotional schemes designed to keep the product in the consumers' minds. An effort to produce wooden potato crates which could replace burlap sacks began in 1932, and continued during the next six years.

The late 1930s were a transition period in logging technology in the Klamath district and throughout the western states. Horse-drawn equipment was phased out, and steam power gave way to internal combustion power. As the industry entered the depression, the cost of production had to diminish if the industry was to be sustained. Despite the industry-wide trend toward further mechanization, Klamath County lumber companies exercised a powerful attraction to workers during most of the depression years because it was one of the few lumber districts

⁴⁰ Klamath Falls Evening Herald, October 13, 1930.

⁴¹ Klamath Falls Evening Herald, April 4, 1930; May 9, 1930.

⁴² Klamath Falls Evening Herald, November 13, 1931.

that was active.

As we noted before, a component of the Klamath workforce had been made up of transient workers since the World War I period. During the depression, this portion merged with a larger population of transient workers who had been displaced from other areas of the country. These were typically single men who drifted along the railways and highways of the nation seeking casual labor. Oral sources commonly point out that these men were not "hoboes" in the ordinary sense, but were working men without jobs forced by circumstances into itinerant labor.

Another element in the Klamath migratory labor pool during the depression was made up of families relocating to the west from the "dust bowl" states. One oral informant who worked for Algoma Lumber Company during the 1930s, recalls these people--collectively called "Okies"--camped on the shore of Upper Klamath Lake. Their camps were organized into crude collectives that shared the income of members who found jobs in the mills or camps. Gray's analysis of the families coming to work for the mill at Mowich shows that most of them came from other mill towns in Oregon, but an identifiable minority came from Kansas or Oklahoma.⁴³

For the residents of Klamath County, the depression years were uncertain times, but as long as the mills remained open there was some money in the towns. For those who could not find work, Federal programs available after 1933 offered some help. The Civilian Conservation Corp (CCC) had camps in most western National Forests, and the Reservation had its own CCC program. CCC activities included road and trail building and fire control.

State relief programs also put unemployed men to work in the forests; in fact, their programs may have required them to work to qualify for commissary credit.⁴⁴ On the Reservation, the major effect of the depression was reduction in per capita payments from timber sales. In 1932, the per capita went from \$550 to \$35.⁴⁵ As a result, the Individual Indian Money accounts--consisting of estates and minors' funds, were released to the families. These took the form of purchase orders in the case of minors' funds, which were less useful than cash.

⁴³ Edward Gray, Roughing It on the Little Deschutes River, 1934-1944: A History of a Sawmill Camp and Its People. (Eugene, 1986).

⁴⁴ Klamath Falls Evening Herald, April 26, 1933.

⁴⁵ Klamath Indian Reservation Annual Report, 1932, p.22.

Tourism and Highway Development

One of the effects of the Great Depression was to make Americans a more mobile population. Depression-stricken families with their limping automobiles were indicators of a national trend toward mobility and infatuation with private transportation technology.

Klamath County exercised a strong appeal to tourists even before the railroad came in 1909. Harriman's lodge on Pelican Bay and the Eagle Ridge Tavern, also located on the Upper Lake, are both emblematic of the nineteenth-century American enthusiasm for wild, romantic places and picturesque retreats. Later, after the advent of the railroad, the elegant White Pelican Hotel in Klamath Falls was a center of tourist as well as business accommodation.

The fish and game available in Klamath County offered recreational opportunities to visitors from outside the area. In the summer of 1906, a newspaper advertisement for a campground on the Williamson River promised boarding house service, mail delivery, pasture and hay for horses, boats for rent, and "Best of Treatment for All."⁴⁶

The star attraction for Klamath County tourists was, however, Crater Lake National Park. The lake was discovered by a prospector in 1853, was re-discovered at least twice, and became a national park in 1902.

The Crater Lake Lodge is arguably the premier architectural monument in the county. Designed by Portland Architect R.L. Hockenberry, the lodge was laboriously built during the short summer seasons of 1911-1914. Ten years later, a four-story annex was added to the lodge, and other buildings have been added to the original complex in subsequent years. Locating the lodge on the crater's rim was a courageous choice, and--while the choice has been criticized in recent years--it certainly enhances the building's drama and monumentality.⁴⁷

Access to Crater Lake and other Klamath County points grew as the county's system of highways grew during the 1920s and 1930s. The "good roads" movement in Klamath County began in 1919 with a bill introduced in the Oregon Legislature by Senator George Baldwin of Klamath Falls. The bill allowed counties to increase

⁴⁶ Klamath Republican, June 28, 1906.

⁴⁷ Elisabeth Walton, "Spas, Costal Retreats, and Mountain Resorts," in Space, Style, and Structure: Building in Northwest America, Thomas Vaughan and Virginia Guest Ferriday, eds. (Portland: OHS, 1974) p.388.

their bonded debt for highway construction. Highway systems in the county include U.S. Highway 97, the north-south route along the east slope of the Cascades, and Highway 58, the Willamette Pass route connecting Klamath County with the Willamette Valley. The Green Springs Highway, which follows an early route to Ashland, and the highway east through the Sprague Valley to Lakeview complete the County's roster of main routes.



Fig. 3 Yamsi Ranch house at the end of construction in 1928 (OHS photo #55947.)



*Fig. 4 Gilchrist houses under
construction, 1940 (DHS photo
#005678.)*

IDENTIFICATION

Methodology

The Klamath County survey project divides into four phases: a) conducting a literature search to establish historic contexts for the County, b) conducting the field inventory, c) evaluating the resources identified in the inventory, and d) reporting the results.

A. Literature Search

To establish historic contexts for the County, the project team has searched secondary and primary sources, including the complete run of Klamath County's leading newspaper, the Evening Herald, from 1906 to 1939.

The literature search and historic context phase of the survey began with a search of secondary materials including the standard historical works for the County, which are An Illustrated History of Central Oregon by F.A. Shaver and others (1905), A History of Klamath County, Oregon by Rachael Applegate Good (1941) and the History of Klamath County, prepared by the Klamath County Historical Society in 1984. More recent general accounts of Klamath County history include the Klamath Echoes series, edited by Devere Helfrich, and the Klamath County Museum publications edited by Harry Drew.

Some specific aspects of Klamath County's background are developed in such works as Theodore Stern's The Klamath Tribe: A People and Their Reservation (1956), J.P. Kinney's Indian Forest and Range (1950), and Edward Gray's two monographs on northern Klamath County.

Historical periodicals include the Oregon Historical Quarterly, the Journal of the Shaw Historical Library, and publications of the historical societies of nearby Oregon and California counties.

Primary materials available include the Klamath County newspapers, especially the Evening Herald. The Timberman, a Portland journal of the lumber industry, prepared a Klamath County column each month from 1914 through 1938. The Annual Reports for the Klamath Agency are available on microfilm in the University of Oregon collections. Additional primary materials have been taken from the collections of the Klamath County Museum, the Oregon Historical Society Library, the University of Oregon Library, the Shaw Historical Library, the State of Oregon Library, and the Bancroft Library at the University of

California, Berkeley.

The historical context statement includes an overview of Klamath County history with emphasis on the rural portions of the County--i.e., those patented (or private) lands which are outside the boundaries of incorporated communities. These are the portions of the county included in the survey area. Many of the resources in the rural areas are related to the livestock business, the lumber industry, transportation, or irrigation. These themes are important in Klamath County's development, and their history has been included in the overview, although some of the resources themselves may lie on public lands outside the scope of the survey.

Oral informants are important for identifying specific resources and for providing general background information. Primary among these are the members of the Klamath County Landmarks Commission who have been consulted on several occasions and who will review the final product of the survey. Other oral sources came from the Klamath Tribe, granges, farm families, and other social and business groups identified with rural activities.

B. Inventory

The field inventory portion of the project began with an evaluation of all buildings and other structures over 50 years old. The USGS 15' maps prepared in the 1930s (which are now obsolete) showed the location of each building in the rural areas. These maps were revised from aerial photographs taken in the 1940s and 1950s. As a result, the old maps provide a useful overview of all buildings that were on the ground in 1950. Field checking the maps demonstrated that they were quite reliable. Forest Service maps derived from the USGS maps were used to supplement the originals in the northern part of the County.

The inventory also used the predictive model derived from the historic context analysis. The model enumerates resource types likely to be important to the County's history. The historical overview singles out some specific historic sites (like Kirk), resources associated with historic personages (like the Harriman Lodge on Pelican Bay), and resources of cultural importance (like the Yamsi Ranch house designed by Oregon architect Jamison Parker). The survey team located these resources and, when they were still extant, added them to the inventory.

The inventory was limited to resources accessible from public roads in the rural areas and streets in unincorporated communities. Obviously, there are resources

in the County that are not accessible from public roads. In many cases, access to these resources was available by asking landowners, but in some cases, access was denied.

The final task of the inventory was to identify the resources. In urban surveys, a search of local records including fire maps, census data, real estate records, County Assessor's records, city directories, telephone directories, church histories, and private documents such as business records or correspondence can help with the documentation. In rural areas, few of these standard sources are available. For the most part, rural roads have not had names in the past, and rural buildings do not have street numbers. Determining who lived on a certain ranch or farm usually required oral informants. Subscription histories, GLO records, and the Bureau of Indian Affairs records for the Klamath Reservation were the most useful documentary sources.

C. Evaluation

After the inventory, the evaluation phase of the project compared resources on evaluation forms which note the historic associations, architecture, and environment of the resource, assigning a point score to each element. The form was developed for a survey of San Francisco in 1977, and has been widely used in Oregon surveys since then. It was used in the Klamath Falls survey of 1986. This phase of the project also identified sites which may be appropriate for inclusion on the Statewide Inventory. A tentative list of these sites will be submitted to the Klamath County Landmarks Commission for their review before the final list is prepared.

D. Reporting

The final phase of the project is the reporting phase which provides a set of the completed Statewide Inventory forms for the sites selected, an analysis of Klamath County's 1-B sites, as well as final report text.

The final section of the report identifies current management strategies for historic sites in Klamath County and makes recommendations in several areas including the need for additional study, registration, or management.

Previous Studies

Previous studies of historic resources in Klamath County include a county-sponsored survey by Stephen Dow Beckham in 1976, which identified 26 sites throughout the County. Some

of Beckham's sites were rechecked as B-1 sites. In these cases, the project team updated Beckham's survey but did not repeat previous work. A survey of cultural resources in Klamath Falls was completed by Ward Tonsfeldt Consulting in 1986. This survey was comprehensive for four targeted districts in the city and documented over 400 sites.

Other studies of historic resources in Klamath County have been conducted by The US Army Corps of Engineers, the US Bureau of Reclamation, and the US Forest Service and the Bureau of Land Management. These have largely been confined to public lands managed by these agencies.

Resource Types by Theme

Our predictive model for rural Klamath County suggested that resources associated with the following nine broad themes in Oregon's history might be represented in the study area:

- Exploration
- Military
- Native American Settlement
- Euro-American Settlement
- Transportation and Communication
- Commerce and Urban Development
- Industry and Manufacturing
- Government
- Culture and Architecture

After completing field work, however, it was apparent that we needed to add Agriculture/Ranching as a specific theme and that Military and Native American Settlement were only marginally viable as a themes. With these adjustments, then, the list of themes represents a set of influences on Klamath County's history, from the earliest contact between Euro-American and Native American groups to the emergence of Twentieth-Century social forces.

1. Exploration

This historic theme is embodied in the third through fifth decade of the Nineteenth Century. Resources here include the Applegate Trail and the Elliott and Macy Trail, as well as specific sites associated with exploration including Little Meadow, Denny Creek, Camp Day, and the Menefee Ranch Meadow. These resources are best seen as significant under NRHP criterion D, which includes sites that may yield information after archaeological analysis.

2. Military

Historic military activities in Klamath County include early military reconnaissance, the founding of Fort Klamath, the activities of the garrison there, the Modoc War, and the aftermath of the war. Resources associated with this theme are Fort Klamath and Council Grove. Modoc War sites are confined to a few well-documented sites on the Lost River Valley.

3. Native American Settlement

This theme involves the establishment of the Klamath Reservation by the 1864 treaty and the subsequent settlement of Klamath, Modoc, and Piute groups on the reservation. Peter Nabokov and Robert Easton have shown in their recent book Native American Architecture (1989) that traditional building patterns influenced Native Americans when they began to use Euro-American building techniques. Dell Upton's America's Architectural Roots: Ethnic Groups that Built America (1987) also discusses the Native American patterns in vernacular architecture.



Fig. 5 Hutchinson House, Beatty

Unfortunately, the results of the survey did not confirm Native American buildings as a strong resource type. The two best examples were the Hutchinson Ranch and the Kirk Ranch, both of which were built by tribal members and both of which retain good integrity. Both structures are conventional bungalows built in a style that shows some Craftsman design elements.

The Klamath Reservation Annual Reports printed photographs of sample residences and ranch houses built on the Reservation. These photographs show that single story bungalows with some Craftsman detailing were the prevailing mode of construction. Unfortunately, the BIA Annual Reports lack locational data for the structures. Field identification of residences in the Chiloquin and Calimus Butte quadrangles located several buildings of this type, but none with distinctive features or with good integrity. In this respect, then, the Hutchinson House and the Kirk Ranch are probably the best examples of the prevailing tendencies in Native American construction. Seldon Kirk, builder of the Kirk Ranch house, was a tribal leader and a professional carpenter.

Among the less formal buildings, the survey identified two barns and four cabins or sheds with Native American connections, but, again, with no discernible architectural distinctions. Documenting the dates and builders of casual structures like ranch sheds or cabins is highly speculative. Although the survey team was somewhat disappointed with the results of the field work in this area, we recommend Native American architecture as an area of further study on the old Reservation.

4. Euro-American Settlement

The settlement period in Klamath County began in the late 1860s and continued through the 1880s. There was a great deal of settlement after 1890, of course, but the former period saw the most vivid part of the "land taking" pattern common throughout the Western states. Fundamental to this pattern in Klamath County was ranching and animal husbandry, as opposed to agriculture. Most of the land in the Klamath Basin was not tillable, even less was arable, and the short growing season discouraged agriculture on the rest.

For the stockman coming into the country in the 1860s or 1870s, however, the native vegetation, climate, and low population density made the Klamath Basin more attractive than the Willamette Valley. As long as the market for cattle remained strong enough to justify the long drive to market centers, ranching in the Basin was economically feasible.

Identifying rural buildings requires special attention in several respects. Architects were rarely employed, of course, but rural buildings often reveal strong lines of architectural or vernacular influence. A useful analysis of folk architecture in rural buildings is Henry Glassie's Folk Housing in Middle Virginia (1975). More sophisticated design, like the "western farmhouse" style identified by Rosalind Clark in her Architecture Oregon Style (1983) shows certain elements of the Gothic Revival style which seems to have influenced local carpenters and owner-builders throughout the Nineteenth Century. Phillip Dole's pioneering study "The Calef Farm: Region and Style in Oregon" (1964) is useful for comparing western Oregon farms to Eastern Oregon ranches. For ranches, an archaeological study by Fontana and Greenleaf--"Johnny Ward's Ranch: A Study in Historic Archaeology" (1962)--provides additional information.



Fig. 6 Langell House

For purposes of this study, we have distinguished--perhaps arbitrarily--between settlement and ranching/agriculture. Generally we have taken "settlement" as the process of establishing a homestead claim. The homestead cabin, which is usually small and hastily built characterizes this theme. With the cabin comes other building in the homestead ranch set--a small barn (1000-2000 square feet), a shed or two, and perhaps a well or water tank.

Most of the homestead cabins are frame buildings built from lumber milled in the local sawmills. The McCartie Cabin, the Glick House, and the Whittle-Doten House are good examples. Buildings of squared logs are usually older than buildings of round logs. The Nichols Cabin is an example of an early squared log structure, and the Plantz Cabin is a later round log structure.

In northern Klamath County, the homesteads were often "stump farms"--i.e. homestead were not intended for use as permanent residences but rather as a way to use the Homestead Act to get timber from the public domain. Once the settler had title, he was free to sell the timber and move on. These homesteads remain as deeded (and logged) parcels within the National Forest lands.

5. Agriculture/Ranching

If the homestead ranch was successful, the owners typically built a larger, more comfortable house as funds became available. The small barn was replaced by a larger barn (>5000 square feet), and old homestead house often became a house for haying crews or a tenant family.

An element of conspicuous consumption comes into these second-generation houses. Some are built of sophisticated materials like stucco or masonry, and many show rather modish design elements. A few are true triumphs of design and construction. The Yamsi Ranch house by Portland architect Jamison Parker (1928), the splendid Craftsman style house on the BK Ranch (1914), or the elegant stone house on the Sewald/DeJong dairy (c.1926) are among the County's best architectural resources.

A second element in this theme is the ethnic makeup of southern Klamath County. The settlement of Malin by a Bohemian group in 1909 established the Czechs as a strong force in southern Klamath County farming. Residences built



*Fig. 7 Sewell-DeJong House near
Bonanza*

on these farms during the 1920s and 1930s show some influences, such as steep, multi-gabled roofs, that seem associated with European design. Louis Kandra, who was trained as a mason in Czechoslovakia, was an influential builder and mason in the Malin area during these years. This era was also the time that the "historic period" styles of residential architecture were popular throughout Oregon. It is difficult to determine whether a farmhouse resembling a European cottage owes its design to a Czech builder's memory of his native village or the Sunday supplement of the Oregonian.

Landscaping also contributes to the ambiance of the farms and ranches. Deciduous trees, especially Lombardy and Carolina Poplars, cut the wind and provided shade for the farm house. Old farms have old trees, and the extensiveness of the planting is often an indication of the size and prosperity of the original farm.

Most of southern Klamath County was settled by ranchers, whose agricultural activities were limited to cutting native grasses for hay. With settlement came water development and the discovery that the dark loam could grow



Fig. 8 Cacks House near Malin

row crops and small grains. Farming throughout Klamath County depends upon irrigation.

The first irrigation projects were private ditches like the Van Brimmer Ditch (1883-6), the Adams Ditch (1886), or the Steele Ditch (1885). After 1906, the Federal Government assumed responsibility for water development throughout the Basin .

5. Transportation and Communication

The complex of resources tied to this theme includes trails, wagon roads, railroads, market roads, highways, and their attendant structures.

As the research for the historical overview has demonstrated, railroads were especially influential in

rural Klamath County. Important lines include the Southern Pacific mainline, the Great Northern line south to Chemult, and the Oregon, California, and Eastern. The last of these, the O.C.&E., is now in private service for the Weyerhaeuser Timber Company.

The Oregon, California, and Eastern received full documentation in the study because of its historic connections and its integrity. The road has its original rail and bridges, as well as such engineering features as switchbacks, which are not found on other common-carrier lines.

Historic logging railroads, built between 1914 and 1946, played an important role in the industrial development of the County. Most of these lines served forest lands now included in the Winema, Deschutes, or Fremont National Forests, but some portions of railroads remain on private lands. The Forest Service has sponsored reconnaissance studies on five of the estimated twenty-three logging railroads once active in Klamath County. These show that the railroads produced complexes of features including campsites, bridges and trestles, rail yards, reload sites, townsites, and other resources.

The Weyerhaeuser Sycan or East Block railroad, serving the extensive Weyerhaeuser forests in eastern Klamath County, may well be the last logging railroad operating in the U.S. It is also an exceptionally well-conceived and well engineered system. The Weyerhaeuser West Block system and the Lamm Lumber Company railroad were also included in the documentation.

The Oregon Central Military Wagon Road, which crossed the County from the Willamette Pass to Quartz Mountain, was an important early route. Although it probably served no military purpose, it was a route favored by settlers moving east from the Willamette Valley and stockmen crossing the Cascades to pasture on the Central Oregon bunchgrass. The Free Immigrant Road, and the Applegate Trail served similar purposes. Stage roads like the Topsey Road, the Rancheria Trail, and the Union Creek Trail were also identified in the survey. Early highways included the Green Springs Highway, the Willamette Pass highway, state highway 97, and the routes that served Crater Lake National Park.

In general, linear resources like roads, railroads, and canals present special problems to a survey such as this one. As the NRHP has determined, linear resources require end-to-end surveys for proper evaluation. Yet the task of conducting an end-to-end survey of any one of the major linear resources in Klamath County would far exceed

available funds. As a result linear resources are presented for consideration without complete surveys, and information about condition, integrity, features, and land ownership is lacking. One linear resource that deserves special attention, and may have some eligibility as a historic district, is the Topsey Road and its associated resources--the Way Ranch, the Kerwin Ranch, Robbers' Rock, Frain School, and the Topsey site.

Maritime transportation on the Klamath Lakes flourished for a few years around the turn of the century, at Shippington, a community on Upper Klamath Lake near Klamath Falls, Pelican Bay, Keno, and Lake Ewauna. Sites associated with this sub-theme that were surveyed include Agency Landing, Homesteader's Landing, Bud Springs Landing, Teeter's Landing, and Snowgoose Landing.

Tourism associated with the highway movement is a theme in Klamath County's history during the 1920s and 1930s. Service stations, auto courts, and campgrounds are conspicuous in newspapers of the period. Treatments of the architecture of highway services are available in James Belasco's Americans on the Road: From Autocamp to Motel (1979), and in Leib's Main Street to Miracle Mile: American Roadside Architecture (1982).

In the field, however, we found relatively few resources to develop this sub-theme. Crescent Creek Cabins (1936) received a high enough rating for inclusion among the documented sites, but three other early motels and one "road house" lacked either age or integrity sufficient for inclusion.

6. Commerce and Urban Development

Although the county's incorporated communities are excluded from this survey, several small unincorporated communities are included. These are Gilchrist, Crescent, Chemult, Ft. Klamath, Keno, Lorella, Olene, Sprague River, Beatty, and Bly. Altamont is an important suburb of Klamath Falls, but it is largely a product of the 1940s and 1950s, and yielded few resources of sufficient age.

The architecture found in these communities is typically commercial, with a small sampling of residential structures as well. Barbara Bailey's Main Street Northeastern Oregon (1982) discusses four stages of development common to small towns east of the Cascades. The first of these combines widely-spaced commercial buildings of single-story frame

construction with residences and other buildings. This stage of development is found in the smallest communities. The second stage occurs when the buildings are more densely spaced and two-story masonry construction is used. The larger towns in the survey, including Keno, Bly, and Chemult display this stage of development.

Three "ghost towns" appear in the survey. These are Merganser, White Lake City, and Hildebrand. The site of Merganser has been taken over by a lumber mill, and the White Lake City site has no structures. At Hildebrand, however, four buildings still stand.

7. Industry and Manufacturing

Identifying industrial resources in Klamath County required analysis of the extant mills and factories to determine what level of integrity remains. In general, the historic sawmills here (and elsewhere in Oregon) have not fared well. Those that stopped production were dismantled, and those that remained in production have retained little that was original. In addition, sawmills are especially vulnerable to fire. For example, the Pelican Bay Lumber Company mill, which was perhaps Klamath County's most historic mill, was destroyed by fire three times in its 30-year career.

Historic mills still operating within the study area include the Weyerhaeuser mill near Klamath Falls, The Gilchrist mill, and the Chiloquin mill. Defunct mills leaving some above-ground resources include the Braymill White Pine mill, the Ivory Pine mill, the Lamm Lumber Company mill, the Algoma Mill, the Forest Lumber Company mill at Pine Ridge, and the Pelican Bay Lumber Company Mill.

The larger mills in outlying areas had company housing available for workers. The town of Gilchrist is perhaps the best example of a company town in Oregon. Although it was built in the late 1930s--barely within the 50-year minimum--its level of integrity is very high. The town was designed by Portland architect Hollis Johnson. Features of the town include houses, public buildings, service buildings as well as a retail mall, which must be one of the earliest in the state.

Other company towns surveyed are Modoc Point (Lamm Lumber Company), Pine Ridge (Forest Lumber Company), and

Braymill (Braymill White Pine Lumber Company). The comparison of these with Gilchrist demonstrates that Gilchrist is significant in its architectural design, the quality of its construction, and its current integrity.

An historic brickyard, Klamath Brick and Tile, is also located within the study area.

8. Government

Activities of the Federal, state, and local government embodied in material resources include administration buildings, the Bureau of Reclamation irrigation canals, and public schools.

Crater Lake National Park contains a number of historic buildings, but is--unfortunately--outside the study area. The Klamath Project is also outside the study area. This complex network of irrigation canals was begun in 1906. The system had an important impact on Klamath County's history and needs to be considered among its historic resources.

State buildings throughout Oregon often reflect the "Oregon Rustic" style of architecture. Klamath County has three such structures: the Fort Klamath Fish Hatchery, the State Forestry Building in Klamath Falls, and the State Highway Maintenance buildings at the Willamette Pass. The last of these is an especially important resource because of its design quality and its conspicuous setting.

9. Culture and Architecture

This category of resources includes residences, churches, and theatres. In practical terms, it overlaps the agriculture/ranching category. Rural residences in Klamath County generally lack architectural clarity, combining elements of styles to produce an eclecticism based upon convenience, the builder's sophistication, and the materials at hand. There are some exceptions, of course.

The style associated with the oldest buildings is the Gothic Revival adaptation that features a two-story building with a central entry and a central pediment or gable dormer over the entry. Examples include the Stukel/Barry house and the Garrett House



Fig. 9 Garrett House near Bly

The "Victorian" styles--Queen Anne, Eastlake, and others--are not very well represented in Klamath County's rural buildings. There are some noteworthy examples in the towns of Bonanza, Malin, and Merrill, however. Examples in the study area include the Nichols House, the Whitney House, and the Basil Hall House.



Fig. 10 Hall Ranch House in Bly

Two vernacular designs associated with the turn of the century in Klamath County are the "L" shaped Western Farmhouse style and the square hip-roofed American Foursquare style. The Elliott House is perhaps the clearest example of the former. Examples of the later include the Haynes Ranch, the Nathan Merrill House, and the Carpening Farm.



Fig. 11 Haynes House in the Langell Valley

The stylistic element most common in Twentieth century vernacular residences is the Craftsman/Bungalow style, which began during the first decade of the Twentieth Century and gained in influence through the 1920s and 1930s. Features of this style, including horizontal massing, bracketed eaves, and exposed structural elements are present in rural residences ranging from prosperous ranch houses to some of the most modest residences.

The Mediterranean style, which is found in many residences built in Klamath Falls during the 1920s is not well represented in rural houses. The one exception is the Rajnus Farm, located at the Malin City limits.



Fig. 12 BK Ranch House in the Upper Sprague Valley



Fig. 13 Rajnus House near Malin

The historic period styles are represented by several houses with Norman Farmhouse features. The Cunningham House, pictured below is the only Dutch Colonial in the survey.



Fig. 14 Cunningham House in Pine Grove

Distribution of Resources

The study area has been designed to exclude all public lands within Klamath County, and those lands comprise perhaps 70% of the total. The result limits the survey to five distinct areas.

North Klamath County

This portion of the study area includes the communities of Crescent Lake, Gilchrist, Crescent, and Chemult. Resources here are likely to include settlement cabins from forest homesteads, rural residences, commercial buildings in the communities, and industrial sites.

The Upper Klamath Lake Area

The land surrounding Upper Klamath and Agency Lakes offers communities at Ft. Klamath, Klamath Agency, Pelican Bay, and Modoc Point. Resources represented here include the themes of military and government, as well as industry, transportation, tourism, and settlement.

The Old Klamath Reservation

The valley of the Williamson and Sprague rivers offers that portion of Klamath County most densely inhabited by Native American groups, at least during historic times. The town of Chiloquin is incorporated, and therefore outside the boundary of this survey, but its surrounding area provides resources in the Native American settlement and industrial themes. The Williamson River was also associated with early tourism in the County.

South Klamath County

This is the agricultural portion of the county, with the communities of Keno, Merrill, Bonanza, and Malin. This is the area irrigated by the historic Klamath Project canals. Resources inventoried here are confined to those outside of the incorporated communities of Merrill, Bonanza, and Malin. The themes of settlement and culture are likely to be the best distributed. The influx of Czech settlers into the Malin area has influenced some of the building patterns.

East Klamath County

This portion of the county includes the communities of Beatty and Bly and the adjacent ranch lands. Industrial development in this area consists of the former mills located at Sprague River and Bly, as well as logging railroads and associated features. The unincorporated town of Bly has several masonry buildings and a rather imposing theatre dating from 1946.

RESOURCES BY THEME

The resources listed below are those either listed by Klamath County as 1-B resources, or those that received a score of >20 points on the comparative evaluation.

Exploration

Denny Creek Site
Elliott and Macy Trail
Applegate Trail
Camp Day
Menefee Ranch Meadow
Little Meadow

Military

Fort Klamath
Council Grove

Native American Settlement

Kirk Ranch
Hutchinson House
Effman Barn

Euro-American Settlement

Daniel G. Brown House
Brock Cabin
Collins Ranch
Gottlieb Cabin
Haynesville
Hamner Ranch
Jones Ranch
Langell House
McCartie Ranch
Nichols Cabin
Menefee Ranch
Plantz Brothers Cabin
Lyndes Cabin
Whittle-Doten House

Agriculture/Ranching

Adams Ranch
BK Ranch
Fred Brown Ranch

Gift Ranch
Lane Ranch
Elliott House
Garrett House
Hall Ranch
Haynes Ranch
Isenbice Farm
Kirk Ranch
Raymond Loosley Ranch
Nathan Merrill Ranch
Merrill Water Tower
Obenchain Ranch
Stasney Farm
Sewald-De Jong Dairy
Truax Ranch
Whitney Ranch
Holliday Cheeze Factory
Mazama Corral
Harpold Dam
Van Brimmer Ditch
D Canal

Transportation and Communication

Oregon Central Military Wagon Road (Military Crossing)
Oregon, California, and Eastern Railroad
Weyerhaeuser West Block Logging Railroad
Weyerhaeuser Sycan Logging Railroad
Lamm Logging Railroad (Lamm Crossing)
Ewauna Box Company Logging Railroad Tank
Sycan Railroad Shop
Chemult Station
Malin Station
Great Northern Railroad Buildings, Chemult
Crescent Creek Cottages
Fort Klamath Hotel

Commerce and Urban Development

Bracken's Store
Rourke's Store
Sisemore Store
Smith Store

Industry and Manufacturing

Algoma Lumber Company Mill Site
Chiloquin Lumber Company Mill
Forest Lumber Company Mill site
Gilchrist Mill Power House

Industry and Manufacturing (cont.)

Gilchrist Mall
Gilchrist Theatre
Ivory Pine Mill
Lamm Lumber Company Powerhouse
Lamm Lumber Company Hotel
Lamm Lumber Company Dry Shed
Pelican Bay Lumber Company Office
Weyerhaeuser Timber Company Mill
Weyerhaeuser Timber Company Camp Four Tank
Hosley Potato Cellar
Klamath Brick and Tile Office

Government

Odell Lake Highway Maintenance Station
Fort Klamath Hatchery
Chiloquin Jail
State Forestry Building
Algoma School
Chemult School
Crescent School
Fairhaven School
Fort Klamath School
Henley Elementary School
Mount Laki School
Olene School
Old Olene School
Summers School
Willowbrook School

Culture and Architecture

Bly Theatre
Corpington Farm
Cunningham House
Dehlinger House
Gooding Farm
Haskins Farm
Hutchinson House
Kandra House
Rajnus Farm
Nichols House
Stevenson House
Stukel-Barry House
St. Barnabas Church
Williamson River United Methodist Church

RESOURCES BY DISTRICT

RESOURCE	THEME
<u>North Klamath County</u>	
Bracken's Store	Commerce
Brock Cabin	Settlement
Chemult School	Government
Chemult Station	Transportation
Collins Ranch	Settlement
Crescent School	Government
Crescent Creek Cottages	Transportation
Elliott and Macy Trail	Exploration
Gilchrist Mill	Industry
Gilchrist Mall	Industry
Gilchrist Theatre	Industry
Gottlieb Cabin	Settlement
Great Northern Buildings	Transportation
Hamner Ranch	Settlement
Joner Ranch	Settlement
Lyndes Cabin	Settlement
Mazama Corral	Agriculture/Ranching
Menefee Ranch	Settlement
Odell Lake Highway Station	Government
Rourke Store	Commerce
OCMWR	Transportation
 <u>Upper Klamath Lake</u>	
Algoma Lumber Mill	Industry
Algoma School	Government
Daniel G. Brown House	Settlement
Fred Brown House	Agriculture/Ranching
Fort Klamath Hatchery	Government
Fort Klamath Hotel	Transportation
FK Methodist Church	Culture/Architecture
Fort Klamath School	Government
Lane Ranch	Agriculture/ranching
Lamm LC Railroad	Transportation
Lamm LC Hotel	Industry
Lamm LC Dryshed	Industry
Lamm LC Powerhouse	Industry
R. Loosley Ranch	Agriculture/ranching
Plantz Brothers Cabin	Settlement
Sisemore Store	Commerce
Willowbrook School	Government

Old Klamath Reservation

Chiloquin Jail	Government
Chiloquin LC	Industry
Effman Barn	NA Settlement
Forest LC Mill	Industry
Kirk Ranch	NA Settlement
Williamson River Mission	Culture/architecture

East Klamath County

BK Ranch	Agriculture/ranching
Bly Theatre	Culture/Architcture
Ewauna Tank	Industry
Garrett House	Ariculture/ranching
Hall Ranch	Agriculture/ranching
Hutchinson House	NA Settlement
Ivory Pine Mill	Industry
Obenchain Ranch	Agriculture/ranching
OC&E Railroad	Transportation
Sycan Railroad	Transportation
Sycan Shops	Transportation
Smith Store	Commerce
Yamsi Ranch	Agriculture/ranching

South Klamath County

Adams Ranch	Agriculture/ranching
Camp Four	Industry
Corpening House	Culture/architecture
Cunningham House	Culture/architecture
D Canal	Agriculture/ranching
Dehlinger House	Agriculture/ranching
Elliott House	Agriculture/ranching
Fairhaven School	Government
Gooding Farm	Culture/architecture
Gift Farm	Agriculture/ranching
Harpold Dam	Agriculture/ranching
Haynes Ranch	Agriculture/ranching
Holliday Cheese Factory	Agriculture/ranching
Hosley Cellar	Agriculture/ranching
Isenbice House	Agriculture/ranching
Kandra House	Culture/architecture
Klamath Brick and Tile	Industry
Langell House	Settlement
Haskins House	Culture/architecture
Henly Elementary	Governemnt
Malin Station	Transportation
McCartie Cabin	Settlement
Mt. Laki School	Governemnt
Nathan Merrill House	Agriculture/ranching

South Klamath County (cont.)

Merrill Tank	Agriculture/ranching
Nichols Cabin	Settlement
Nichols House	Agriculture/ranching
Olene School	Government
Old Olene School	Government
Pelican Bay LC	Industry
Rajnus Farm	Agriculture/ranching
St. Barnabas	Culture/architecture
Sewell-DeJong Dairy	Agriculture/ranching
Stevenson Ranch	Culture/architecture
State Forestry Building	Government
Stukel/Barry Farm	Culture/architecture
Truax Ranch	Agriculture/ranching
Van Brimmer Ditch	Agriculture/ranching
West Block Logging RR	Transportation
Weyerhaeuser Mill	Industry
Whitney Ranch	Agriculture/ranching
Whittle-Doten House	Settlement

EVALUATION

Methodology

Our evaluation of Klamath County resources proceeded from the rating forms used in the initial survey. These forms assess the individual properties from three criteria: a) their connection with historical patterns or personages, b) their architecture, and c) their relation to the environment.

The three criteria yield twelve specific aspects, according to the following scheme:

History
 Person
 Event
 Pattern
 Information

Architecture
 Style
 Design
 Materials
 Integrity
 Rarity

Environment
 Landmark
 Setting
 Continuity

The history criteria contribute a possible 24 points to the total of 56 possible points, the architecture criteria contribute 20, and the environment criteria contribute 12. National Register criterion A is embodied in the Event and Pattern sections of the History column; National Register criterion B is embodied in the Person section of the History column; NRHP criterion C is embodied in the Architecture column; and NRHP criterion D is embodied in the Information section of the History column.

Evaluation Process

The field portion of the survey was designed from two assumptions. The first assumption was that the survey team needed (insofar as possible) to examine all structures that were on the ground in the study area 50 years ago. To meet this need, we used USGS and USDA-FS maps prepared during the 1930-1950 period, which show buildings in rural areas.

Field checking determined that the maps were reliable; that is, some of the buildings they showed were no longer extant, but we found that >1% of the buildings estimated to be at least 50 years old were not mapped.

The second assumption was that we needed to use historical and cultural data from the Context Statement to interpret the resources that we found. For example, the Haynesville Post Office building is a very simple structure that has been modified for use as a loafing shed for cattle. Its site is currently used as a feed lot. Only observers who knew the building's history would recognize it as potentially significant.

The field survey began, then, with a survey sheet for each resource that retained enough integrity to evaluate. Those receiving 10 or more points were photographed and recorded in more detail. This initial evaluation was based largely on the integrity, design, materials, environmental associations, and other external factors, except for those structures that had known historic or cultural associations. To return to our example of the Haynesville Post Office, a building like this would rate higher than 10 only if the evaluator knew its history and added points in the history column of the rating form.

The next step was to determine the historic or cultural associations and evaluate them. Cultural factors that added points to resources during the evaluation included the following: architectural design, ethnic connections, materials, landscaping or environment, association with a community (particularly a disappearing community), and rarity.

Assessing architectural design is an important part of most surveys. In this survey, however, we had only one private building designed by an architect. This is the Yamsi Ranch, which was designed by Jamison Parker. Public and industrial buildings with architectural design included the Malin Pool Building (Sheldon Brumbaugh), the Gilchrist complex (Hollis Johnson), the Weyerhaeuser mill (A.H. Oustad) and others. Architect Donald Stasney of and Stasney, Portland, provided assistance in interpreting the significance of Brumbaugh's design.

Determining the historical significance of a resource is made easier if the resource is a public facility. Hence roads, railroads, irrigation canals, stores, and fish hatcheries are part of the public domain and they are significant in local life. Industries are part of public life--although they are privately owned--because the public works in them and because they provide goods for public

consumption. Also, in the case of lumber mills, they consumed public resources in the form of timber from National Forest or Klamath Reservation lands.

Determining the significance of farms and ranches is more difficult. On the one hand, these resources are like private residences in urban areas; on the other hand, they are industries that employ workers and produce goods for public consumption. With the exception of large conspicuous "historic" ranches like the BK, we have approached farms and ranches more as residences than as industrial sites. Hence, a ranch owned or founded by a personage in local history is more significant than others.

Since all of us, by simply living, participate in history, we usually reserve the epithet "historic" for those whose participation has been recognized by others. Hence Arthur Langell, or Jesse Carr, or J. Frank Adams are names anyone familiar with Klamath County history would recognize. Less familiar names are often memorialized in names attached to roads or geographical features. Henry Gift, an early settler in the east Langell Valley was memorialized by the Langell Valley community in the names of Gift Butte and Gift Road. In remote parts of the county, USGS maps provide ranch names as place names. In general, we took all eponymous personages as recognizable in local history. In some instances, simply being able to document a person's life provided an historical link to the past and added points on the evaluation scale.

The method of the second stage evaluations was essentially comparative. At this point, we assumed that a significant number (though certainly not all) of the resources in the study area had been identified and that we could compare such qualities as age, historic significance, integrity, and interpretative potential.

At the end of this second stage of the evaluation process, then, we had a group of resources with 20 or more points on the evaluation forms. The project team then prepared complete documentation for these resources using SHPO State Inventory forms as a reporting format. The Klamath County Historical Landmarks Commission will make the final determination of the significance of these resources.

Condition of Resources

The condition and integrity of resources has been a source of concern throughout this project. Historic resources in rural areas may in general fare worse than

those in urban resources. Zoning and building codes have not been as well enforced in rural areas.

The integrity of many resources has been compromised. Use patterns in rural areas--especially on ranches and industrial sites--encourage adaptive re-use in ways that might be expedient for the owner, but disastrous for the resource. Many structures no longer needed for their intended use are demolished for their materials.

Furthermore, it is a fact of regional history that capital for building has not always been as readily available in rural areas as in urban areas. This is not to suggest that rural Klamath County is impoverished. On the contrary, Klamath County contains some of the most prosperous and valuable agricultural lands in the Pacific Northwest. These lands are also significant to the culture of the region. However, this cultural value may not be manifested in the architecture or other aspects of the "built environment," but rather in the natural environment and such improvements as irrigation, dikes, drainage, range improvement, and other aspects of husbandry.

The integrity of resources associated with the following themes is especially poor: Native American Settlement, Euro-American Settlement, and Industry.

Resources associated with both Euro-American and Native American settlement were very modest at the outset. Settlement cabins were hastily built, and rarely maintained after they had served their purpose. Many were converted to hay barns or animal sheds. As a result, few have survived except in the northern part of the county. Other material resources associated with the settlement theme include fences and barns, which are also subject to the ravages of weather, livestock, and vandals.

Industrial resources, especially sawmills, also lose integrity quickly. Based upon our information about the major firms, the life of a mill in Klamath County rarely exceeds 30 years. Fire, of course, can shorten that. In the remaining mills, reconstruction and additions have changed the character of the buildings.

Commercial buildings in the unincorporated communities that we have surveyed are also vulnerable to modification. Many unincorporated communities have declined in population and in economic viability. Others, like Chemult, have prospered and have changed their architecture to appeal to passing motorists. One of the great ironies of highway commercial development has been the "rustic" fronts added to buildings that were genuinely (but not sufficiently)

"rustic."

Klamath County residences and other buildings in the Culture and Architecture theme have met a variety of fates, as have their urban counterparts. One factor unique to rural life, however, has been the impact of "modern farmhouse" programs sponsored by federal agencies during the 1930s, 1940s, and 1950s. Some of these urged farmers to electrify and plumb their residences; this had little architectural impact. Other, more insidious programs, encouraged farmers to "re-do" farmhouses built in traditional ways that had been tested by centuries of collective experience. For example, the U.S. Department of Agriculture Bulletin 1749, "Modernizing Farmhouses" (1946) shows traditional houses altered and then covered with "new modern" building materials much more appropriate for suburban settings.

Fortunately, many farmhouses were spared the indignities of modernization and remain in relatively good condition.

PROTECTION

Current Provisions

Prior to 1986, Klamath County included aspects of historic resource management within the Goal 5 of the county plan. The new Klamath County Land Development Code addresses historic buildings and sites in Article 87, which contains many of the provisions found in the former goal statement.

Sites designated 1-C (Significant) in the county inventory are protected by regulations that apply to exterior remodeling or alteration. These specify that architectural review is part of the permit process, and that proposed changes need to consider height, bulk, visual integrity, scale, materials and color, and signs.

When a demolition permit is requested for a historic building, the permit process includes consultation with the county's Historic Landmarks Commission. In this consultation, the Commission considers questions of the building's condition, integrity, significance, and the proposed use of the site.

Recommendations

The County Landmarks Commission should review the B-1 properties and consider advancing those properties with significant resources remaining on them to C-1 status so that they can be protected by statute.

The County Landmarks Commission should review the other properties inventoried in this project and place appropriate properties in B-1 or C-1 status.

The Landmarks Commission should submit appropriate B-1 and C-1 properties to the Statewide Inventory.

The Klamath County Planning Department should encourage the incorporated communities of Bonanza, Malin, Merrill, and Chiloquin to survey their historic resources and develop plans for their protection.

The Landmarks Commission should take an advocacy role in the protection and interpretation of historic resources

throughout the County. Nomination of significant resources to the National Register of Historic Places is one method of encouraging preservation efforts. Three properties within the study area are currently on the National Register: The Jacksonville to Fort Klamath Military Wagon Road, Fort Klamath Site, and the Bly Ranger Station complex. Only one of these, the Bly Station, is a structure; the others are sites. Many other historic resources in the rural areas of the County are worthy of recognition and protection. In Oregon, nomination to the National Register qualifies a property for the special tax assessment program. Where appropriate, this special assessment freezes property taxes for a 15-year period.

STATUS OF KLAMATH COUNTY 1-B RESOURCES

The following resources were listed in Klamath County planning documents as category 1-B resources. These are resources that have been identified but not determined appropriate (or inappropriate) for historic designation. In many cases, resources that were identified when the list was compiled are no longer extant. Each of the resources (except four, as noted) were checked in the field. Those that had buildings or other structures in place were updated, and documented with State Inventory forms. Those that had no extant buildings, structures, or other above-ground resources were not documented by State Inventory forms, since the forms are designed to inventory material resources and are not useful where no resources remain.

<u>Name</u>	<u>Status</u>
Adams Ranch	Updated
Agency Landing	Updated
Bare Island Homestead	Field checked; no extant resource
Bedfield PO	Field checked; no extant resource
Blue Star Highway	Updated
Brandon House	No locational data
Braymill PO	Updated
Bud Springs Lndg.	Field checked; no extant resource
Camp Day	Field checked; no extant resource
Chase Stage Station	Field checked; no extant resource
Colwell House	Field checked; no extant resource
Council Grove	Access denied
D Canal	Updated
Denny Creek Landmark	Updated
Downing Ranch	Updated
Eagle Point site	Updated
Elliot and Macy WR	Updated
Ft. Klamath	Updated
Frain Ranch	Updated
Griffith Ranch	Field checked; no extant resource
Harriman Lodge	Field checked, no extant resource
Hartery Ranch	Updated
Henly Ranch	Field checked, no extant resource
Homesteader's Landing	Field checked, no extant resource
Horton Ranch	Updated
Indian Pass	No locational data
Jacksonville-Klamath Military Wagon Road	National Register Site, Field check
Kerwin Ranch	Updated
Loosley Ranch	Updated
Little Meadows	Updated
Lorella PO	Field checked, no extant resource

Merganser Townsite	Updated
Old Emigrant Trail	Free Emigrant Trail, Elliott and Macy Wagon Road
Williamson R. Bridge	Updated
Olene PO	Updated
Oregon Military Crossing	Oregon Central Military Wagon Road
Parker Station	Field checked, no extant resource
Pelican Bay LC	Updated
Pokegama	Field checked; no extant resource
Shovel Ck. Chute	Not in Klamath County
Rancheria Trail	Field checked; no extant resource
Robber's Rock	Updated
Rourk Store	Updated
Shook Ranch	Access denied
Snowgoose Landing	Field checked, no extant resource
Applegate Trail	Updated
Spencer Crossing	Field checked; no extant resource
Stage Stop	Field checked, no extant resource
Stage Stop School	Updated
Stukel Ranch	Field checked, no extant resource
Teeters Landing	Field checked, no extant resource
Topsey Station	Field checked, no extant resource
Tulelake PO	Field checked, no extant resource
Union Trail	Union Creek Trail field checked; no extant resource
Van Brimmer Ditch	Updated
Way Ranch	Updated
White Lake City	Field checked; no extant resource
White Pelican Inn	Field check; no positive identification
Williamson Ford	Field checked; no extant resource
Yainax subagency	Field checked; no extant resource
Yonna PO	Field checked; no extant resource

RESOURCES NOT FIELD CHECKED

Brandon House	No locational data
Indian Pass	No locational data
Council Grove	Access denied
Shook Ranch	Access denied

SITES WITH BUILDINGS OR OTHER STRUCTURES

Adams Ranch
D Canal
Frain School
Hartery Ranch
Horton Ranch
Kerwin Ranch
Loosely Ranch
Williamson River Bridge (moved)
Olene Post Office
Pelican Bay Lumber Company
Robbers' Rock
Rourk Store
Stage Stop School (Pine Grove School)
Van Brimmer Ditch
Way Ranch

SITES WITH NO STRUCTURES OR OTHER ABOVE-GROUND RESOURCES

Agency Landing
Bare Island Homestead
Bedfield Post Office
Bud Springs Landing
Downing Ranch
Griffith Ranch
Harriman Lodge
Homesteader's Landing
Jacksonville-Klamath Wagon Road
Lorella Post Office
Merganser Townsite
Oregon [Central] Military [Wagon Road] Crossing
Parker Station
Rancheria Trail
Snowgoose Landing
Stage Stop
Stukel Ranch
Teeters Landing
Tulelake Post Office
Union [Creek] Trail
White Lake City Townsite
Williamson Ford
Yonna Post Office

SITES WITHOUT STRUCTURES THAT
RECEIVED DOCUMENTATION

(Sites in this category offer opportunities for interpretation or other special treatment that the Landmarks Commission may want to consider)

Agency Landing (T34s R7ve S31) This is the most accessible and discernible of the steamboat landings surveyed in this project.

Applegate Trail (marker T39s R7e S32) This trail is a significant branch of the Oregon Trail and has special significance for Klamath County.

Blue Star Memorial Highway (marker T17s R8e S21) This dedicated portion of Highway 97 was surveyed by Stephen Beckham in 1976. Highway 97 remains an important resource both as a motor route and as a parallel to other earlier routes on the eastern flank of the Cascades.

Denny Creek Landmark (marker T37s R7e S4) This resource was also included in Beckham's 1976 survey. The Denny Creek develops the theme of exploration, which is not embodied in any material resources in the County.

Little Meadow (marker T24s R9e S30) This site also develops the theme of exploration.

Merganser Townsite (T39s R9e S17) This site is currently occupied by another structure, but its proximity to Klamath Falls and its relative importance in County history offer good potentials for interpretation.

Robbers' Rock (T41s R6e S10) This is a natural rather than man-made resource, but it has strong cultural associations. Its location makes it vulnerable to road construction or maintenance projects

SITES WITH HISTORICAL MARKERS

Blue Star Highway
Camp Day
Chase Stage Station
Council Grove
Denny Creek Landmark
Eagle Point Site
Elliott and Macy Wagon Road
Ft. Klamath
Little Meadow
Pokegama
Applegate Trail
Spencer Crossing
White Lake City
Topsey Station
Yainax Agency

(markers on some additional sites may have been placed and subsequently removed by vandals)

NARRATIVE ANALYSIS OF SITES
NOT INCLUDED ON STATE INVENTORY FORMS

Bare Island Homestead (T36s R7e S24) This site is located on Bare Island in Upper Klamath Lake. The actual site of the homestead is discernible, but no integrity remains.

Bedfield Post Office (T40s R11e S3) No material resources remain on this site.

Bud Springs Landing (T36s R6e S19) This site is located on land owned by the Odessa Gun Club, which ordinarily restricts entry. Although the actual site of the landing is difficult to determine because of changing Lake levels, no material resources are apparent.

Camp Day (T39s R7e S30) This camp site did not have any above-ground structures.

Chase Stage Station (T39s R7e S32) The station has been razed

Colwell House (T41s R10e S17) No original structures remain on the Colwell Ranch.

Griffith Ranch (T36s R6e S13) No original structures remain on this site.

Harriman Lodge (T36s R6e S11) This lodge, built by Southern Pacific Railway President E.H. Harriman, burned several years ago.

Henly Ranch (T39s R9e S25) The site of the Henly Ranch has been used for a school site in this community south of Altamont.

Homesteader's Landing (T36s R7e S32) This site is difficult to locate because of the uncertainty about Upper Klamath Lake levels, but it is apparent that no material resources remain.

Lorella Post Office (T39s R12e S35) This community on the east side of the Langell Valley has only two non-residential buildings left. Oral sources said that the post office had been removed some years ago.

Parker Station (T39s R5e S32) This historic way-station was demolished and no clear site could be found.

Pokegama (T41s R5e S3) This townsite is located on Weyerhaeuser timber land in southwestern Klamath County. The site is marked, and there appear to be no buildings or structures.

Rancheria Trail This historic trail, like other linear resources, presents special problems for a survey. Unless an end-to-end survey is done, we cannot say for certain that no portion of the trail remains. The trail is not associated with any specific sites, however, and it is not discernible by itself as a separate resource. Other historic trails in Klamath County (like the Oregon Central Military Wagon Road) do meet these criteria.

Snowgoose Landing (T40s R8e S16) Like other historic landings surveyed, the exact site of Snowgoose Landing was difficult to determine with a great degree of certainty.

Spencer Crossing (T39s R7e S32) This historic ford on the Klamath River may be partially visible at low water, but is normally obscured.

Stage Stop (T39s R7e S32) The exact location and nature of this resource was unclear, but the survey revealed no historic structure in the section specified.

Stukel Ranch (T40s R10e S27) The "home place" of pioneer rancher Steven Stukel was located on what is now the ranch and residence of Klamath Falls businessman Rush Coffin. The sites of some of the Stukel buildings are still discernible, but none remain. The survey found another residence on another part of the old Stukel Ranch, however, which is now owned by Dan Barry. Title documents show that the Barry property was originally Stukel's, and the design and materials of the Barry house suggest that it was built late in the 19th century. The Stukel/Barry house is documented as a newly surveyed resource rather than a 1-B resource.

Teeter's Landing (T40s R8e S16) The exact location of this landing on Lower Klamath Lake remains uncertain, although the section was surveyed and no resources were found.

Tulelake Post Office (T41s R12e S12) No material remains of the old post office were discovered.

Union [Creek] Trail This trail, like the Rancheria Trail, was associated with stage routes from Jackson to Klamath Counties. Again, no specific resource remains.

White Lake City (T41s R10e S16) The site of White Lake City had been marked by the Klamath County Historical Society. It is quite clear, but lacks any material resources above the ground.

White Pelican Lodge (T36s R6e S2) The locational data was insufficient to confirm the identity of this resource.

Williamson Ford (T34s R7e S4) This historic ford on the

Williamson River is clearly apparent, but has no material resources on the site.

Yainax Agency (T36s R11e S20) This site was furnished with several buildings during its period of activity as a sub-agency on the Klamath Reservation. After the Reservation was terminated, the buildings were removed.

Yonna Post Office (T38s R11e S10) The survey found no extant historic resources on this site.

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TOWNSHIP	RANGE	SECTION	RESOURCE
N.A.	N.A.	N.A.	FREE EMIGRANT ROAD
N.A.	N.A.	N.A.	OREGON, CALIFORNIA & EASTERN RAILWAY
N.A.	N.A.	N.A.	OREGON CENTRAL MILITARY WAGON ROAD
			BLUE STAR MEMORIAL HIGHWAY
23S	06E	09	ODELL LAKE MAINTENANCE STATION
24S	07E	07	CRESCENT CREEK COTTAGES
24S	07E	13	JONES HOMESTEAD
24S	07E	14	BROCK CABIN
24S	07E	30	COLLINS CABIN
24S	07E	30	PEARL LYNES HOMESTEAD
24S	07E	31	WEST FORK DESCHUTES RIVER (MENEFEE)
24S	08E	18	HAMNER RANCH
24S	09E	19, 20	GILCHRIST MALL
24S	09E	19	GILCHRIST MILL POWERHOUSE
24S	09E	19, 20	GILCHRIST THEATRE
24S	09E	30	BRACKEN'S STORE
24S	09E	30	ROURK STORE
24S	09E	30	LITTLE MEADOWS
24S	09E	30	CRESCENT SCHOOL
25S	08E	17	GOTTLIEB HOMESTEAD
27S	08E	20	CHEMULT SCHOOL
27S	08E	21	GREAT NORTHERN BUILDINGS
27S	08E	21	CHEMULT STATION
29S	08E	32	MAZAMA CORRAL
29S	09E	15	LANE RANCH
31S	08E	8, ETC.	LAMM CROSSING
33S	07V	16	FORT KALAMTH SCHOOL
33S	07V	19	WILLOWBROOK SCHOOL
33S	07V	21	FORT KLAMATH HOTEL
33S	07V	21	SISEMORE STORE
33S	07V	22	FORT KLAMATH COMMUNITY METHODIST CHL
33S	07V	22	FORT KLAMATH SITE
33S	07V	34	RAYMOND LOOSLEY RANCH
33S	11E	09	YAMSI RANCH
34S	06E	14	FREDERICK BROWN RANCH HOUSE

34S	06E	24	PLANTZ PROTHERS CABIN
34S	06E	26	DANIEL G. BROWN RANCH
34S	07E	27	FOREST LUMBER COMPANY POWERHOUSE
34S	07E	34	OLD CHILOQUIN JAIL
34S	07E	31	AGENCY LANDING
34S	07V	01	FORT CREEK HATCHERY
34S	07V	02	EFFMAN BARN
34S	07V	12	SELDON KIRK RANCH HOUSE
34S	08E	19	BRAYMILL POST OFFICE AND STORE
35S	07E	03	OLD WILLIAMSON RIVER BRIDGE
35S	07E	03	BLOCKLINGER MILL
35S	07E	19	WILLIAMSON RIVER METHODIST CHURCH
35S	14E	29	OBENCHAIN RANCH
35S	14E	32	IVORY PINE MILL
36S	07E	15	LAMM LUMBER COMPANY HOTEL
36S	07E	15	LAMM LUMBER COMPANY POWERHOUSE
36S	07E	15	LAMM LUMBER COMPANY DRY SHEDS
36S	07B	23	EAGLE POINT SITE
36S	10E	08	EDGEWOOD RANCH BARN
36S	12E	12	SYCAN SHOP
36S	12E	12, ETC.	WEYERHAEUSER SYCAN (EAST BLOCK) RAIL
36S	12E	23	HUTCHINSON HOUSE
36S	14E	22	BK RANCH
36S	14E	34	BLY THEATRE
36S	14E	34	THOMAS GARRETT HOUSE
36S	14E	35	EWAUNA BOX COMPANY RAILROAD TANK
37S	07E	04	DENNY CREEK LANDMARK
37S	08E	13	ALGOMA LUMBER COMPANY MILL
37S	09E	10	GOTTFFRIED NEUBERT RANCH
37S	11E	34	BODNAR RANCH
37S	14E	02	BASIL HALL RANCH
37S	14E	03	BILL SMITH MERCANTILE
38S	08E	22	NUS WALL
38S	09E	19	PELICAN BAY LUMBER CO. OFFICES
38S	09E	30	KLAMATH BRICK & TILE OFFICES
39S	07E	32	APPLEGATE TRAIL
39S	08E, ETC		WEYERHAEUSER WEST BLOCK LOGGING RAIL
39S	08E	13	WEYERHAEUSER TIMBER CO. MILL
39S	08E	13	FAIRHAVEN ELEMENTARY SCHOOL
39S	09E	15	SUMMERS SCHOOL

39S	09E	17	MEGANSER SITE
39S	10E	08	PINE GROVE SCHOOL (STAGE STOP SCHOOL)
39S	10E	08	ELLIOTT HOUSE
39S	10E	08	CUNNINGHAM HOUSE
39S	10E	08	GOODING FARM
39S	10E	12	STEVENSON RANCH
39S	10E	14	CORPENING HOUSE
39S	10E	15	OLENE POST OFFICE
39S	10E	15	OLD OLENE SCHOOL
39S	10E	15	OLENE SCHOOL
39S	10E	17	ICENBICE HOUSE
39S	10E	30	HENLEY ELEMENTARY SCHOOL
39S	11E	10	NICHOLS HOUSE
39S	11E	10	JOSEPH NICHOLS CABIN
39S	11E	16	SEWALD-DE JONG DAIRY
39S	11V	19	HARPOLD DAM
39S	11V	22	HORTON RANCH
39S	12E	08	MCCARTIE CABIN AND WELL
39S	12E	19	TRUAX RANCH
40S	05E	03	CAMP FOUR
40S	08E	06	WHITTLE-DOTEN HOUSE
40S	10E	06	DEHLINGER HOUSE
40S	10E	20	HOSLEY CELLAR
40S	10E	36	D CANAL
40S	12E	01	HAYNESVILLE POST OFFICE
40S	12E	03	HAYNES RANCH
40S	12E	10	ST BARNABAS EPISCOPAL CHURCH
40S	13E	26	LANGELL HOUSE
40S	13E	26	HOLLIDAY CHEESE FACTORY
40S	14E	18	GIFT HOUSE
41S	06E	08	WAY RANCH
41S	06E	09	KIRWIN RANCH SITE
41S	06E	10	FRAIN SCHOOL
41S	06E	10	ROBBERS ROCK
41S	08E	05	FRANK H. DOWNING RANCH
41S	10E	01	GUY MERRILL TANK AND WELL
41S	10E	02	NATHAN MERRILL HOUSE
41S	10E	03, ETC.	VAN BRIMMER DITCH
41S	10E	11	LUTHER HASKINS HOUSE
41S	10E	12	KANDRA HOUSE

41S	10E	12	STUKEL-BARRY HOUSE
41S	11E	01	ADOLPH CACKA FARM
41S	11E	01	FRANK PAYGR FARM
41S	11E	02	HARTERY BARN
41S	11E	07	WHITNEY HOUSE
41S	11E	08	ADAMS HOUSE
41S	11E	12	MCVAY HOUSE
41S	12E	14	STASTNEY FARM
41S	12E	16	MALIN STATION
41S	12E	16	MALIN POOL BUILDING
41S	12E	16	RAJNUS FARM

11
 40
 40
 + 35 -

 126 TOTAL SITES