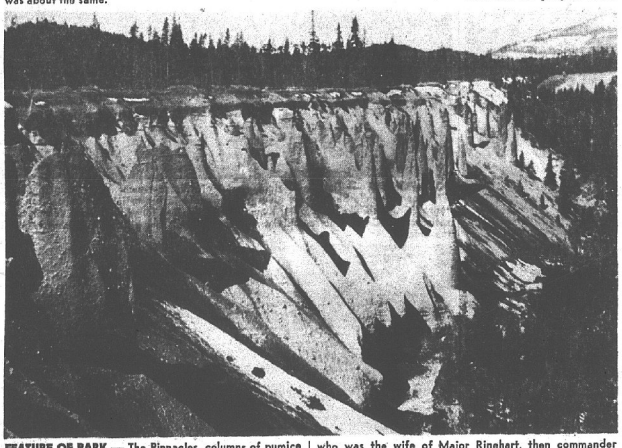
Named Lake Majestic:

Stearns Claims Crater Lake Discovery

A TRIP TO THE RIM — This view is captioned "Near rim of Crater Lake in July." E. B. Hall is shown with his Franklin amid the snowbanks that had thinned down a bit by July. Highways and autos then were not what they are today; but the snow-depth was about the same.



FEATURE OF PARK — The Pinnacles, columns of pumice and scoria in a stream cut canyon are a feature along Annie Creek Canyon on the south entrance to the Crater Lake National Park. The canyon gets its name from Miss Annie Gaines who visited the park in 1865 with her sister who was the wife of Major Rinehart, then commander of Fort Klamath. She and a Mrs. O. T. Brown were the first women to descend to the waters of the stream at the bottom of the canyon and it was called Annie Creek in her honor.

O. A. Stearns, prominent early settler of the Klamath Basin was one of the first men to discover Crater Lake. The honor of first seeing the lake, however, went to John Hilleman, a prospector in 1853. Stearns writes of his first visit to Crater Lake in 1865 for the March 9, 1917 edition of the Klamath Record.

The honor of discovering Crater Lake belongs to a small detachment of Company "I" of the First Regiment of Oregon Volunteers in 1865. O. A. Stearns, a resident of Klamath Falls who was at that time the first sergeant of the company, was with the party of discovery and was the first person to descend to the water's edge. Following is Mr. Stearn's description of the discovery:

Editor Klamath Record: As you requested me to write up the account of the discovery of Crater Lake by members of I Company, First Oregon Volunteers in 1865, I will give you the facts as I remember them, and as they are verified by letters and published accounts in my possession.

Our company arrived at Ft. Klamath the last days of May, 1865. The post was then occupied by Company C, First Oregon Cavalry commanded by Capt. William Kelley.

Arrival At Fort

A short time after our arrival, Maj. W. V. Rhinehart of our regiment arrived and took command of the fort. At that time the only road to Rogue River Valley, the only source of supply for the post, was over the Mt. Pitt road built by Colonel Drew in 1863, when proceeding to the Klamath country to establish a military post. This road was extremely rough with many steep hills and was a terror to teamsters. Captain Sprague conceived the idea of searching for a more feasible route for transporting government supplies, and applying to Major Rhinehart, received permission to make an exploration of the Cascade Mountain Range to the north of Mt. Pitt in search of such a route. Accordingly sometime in late June or July, having secured the services of John Mathews of Butte Creek, an expert hunter and mountaineer, they proceeded in their exploration and finally located the line from Rogue River near Union Creek by way of Castle Creek on the west slope and Annie Creek on the east slope to Wood River Valley. After making his report of the feasibility of the route, Captain Sprague secured permission to construct the road with voluntary labor by members of his company.

Middle Of July

It was sometime near the middle of July, as I remember, when the captain with some 24 of our company, with teams and tools, commenced road work and it was continued until the completion of the road in late August.

Just before the completion of the wagon road the major received orders from the department to send a strong force of infantry and cavalry to the Steens mountain country and establish a post there for the protection of the Chico and Owyhe road then being used by miners in going to and from the Idaho mines.

As our captain desired to take only those of his company who would volunter to go, and he thought nearly all the members of his road crew would volunteer, he requested the writer, who was the first sergeant of his company, to go with him to the camp of his road crew to secure the names of all those

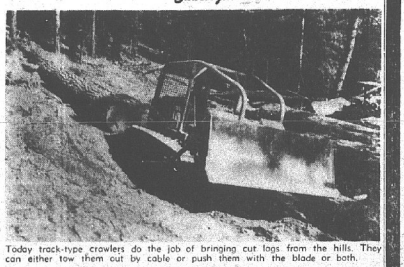
(Continued from Page 10-A)

From the Modoc Lumber Company Album...

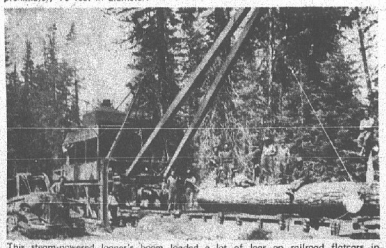
A PICTORIAL STORY OF LUMBERING IN THE KLAMATH BASIN

Yesterday... *Today...*

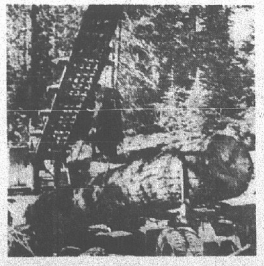
"Four-horsepower engines" skidded the logs out of the back woods down to the railroad siding in the early days of logging. The spoked high wheels were approximately 10 feet in diameter.



Today track-type crawlers do the job of bringing cut logs from the hills. They can either tow them out by cable or push them with the blade or both.



This steam-powered logger's boom loaded a lot of logs on railroad flatcars in the early days of logging here in the Northwest. This 1928 photo, taken by a traveling photographer, was taken at the Squaw Flats' Show-Bertram Lumber Co. operation, predecessor to Modoc Lumber Co.



Rubber-tired loaders with boom and grapple lift the huge logs on to the tandem-trailer logging trucks which transport them to the mill. There they are converted into various sizes and types of cut lumber to be used in the construction of new homes throughout the country.

This 1925 photograph shows the familiar log train winding its way through mountain country on its narrow-guage tracks. Steam-powered, the trains often pulled anywhere from one to ten or twelve flatcars with logs chained to the flatbed cars. The picture was taken in the Solomon Butte area.

A familiar sight to Oregonians today is the log truck loaded with cut logs on their way to lumber mills. The truck capacity is approximately 6000 board feet of lumber, enough to build half a house. Logging is indeed mechanized today to make lumber your best building material buy.

MODOC LUMBER . . . Manufacturers of Ponderosa, Sugar & Idaho White Pine, White Fir and Douglas Fir

Your One-Stop Shopping Center for Quality Hardware, Appliances and Service!

Look To Us For These Fine Brands:

- ★ PHILCO appliances, TV, and stereo
- ★ ZENITH TV & stereo
- ★ NORGE appliances
- ★ BOLEN garden tractors
- ★ TORO lawnmowers
- ★ PARKER lawnsweepers
- ★ HUFFY lawnmowers
- ★ JACOBSEN lawnmowers
- ★ CLINTON engines
- ★ MOIST-O-MATIC lawn sprinkler systems
- ★ STOUT-BUILT farm irrigation systems
- ★ RAIN BIRD irrigation
- ★ NORTHRUP-KING seeds
- ★ TRUE-TEMPER tools
- ★ Wood garden tools
- ★ REMINGTON chain saws
- ★ SOLO chain saws
- ★ Industrial tools

QUALITY SERVICE

- 2 factory-trained servicemen to give you fast, efficient repair service on all brands of appliances, TV's and stereo sets.
- A complete service center for lawnmowers, roto-tillers, garden tractors.

FACTORY DIRECT

Many of the tools, hardware items, and farm supplies at J. W. Kerns are now purchased direct from the factories, allowing us to cut out the "middle man profits" and giving you money-saving discounts. Get our low prices before you buy!

RENTAL DEPT.

We rent almost anything including . . .

- TV's, Stereos
- Washers, Dryers, Refrigerators, Ranges
- Chain Saws
- Lawn Mowers, Lawn Sweepers, Roto-Tillers, Garden Tractors
- Rug Shampooing Equipment

NORGE LAUNDRY & DRYCLEANING VILLAGE

Our Bright, Clean Norge Village has long been recognized as the leader in coin-operated Laundry and Dry Cleaning facilities . . .

- Always an Attendant on Duty
- Complete Laundry Facilities
- Professional Pressing Service for Suits, Coats, Drapes, etc.
- Plenty of Free Parking
- Open 8:00 to 10:00, 7 Days a Week
- Coin-Operated Dry Cleaning
- Free TV, Candy, Soft Drinks, etc., are Available
- Large Family-Size Machines

★ Revolving Charge or Bank Terms ★ Lots of Free Parking

J. W. KERNS

734 So. 6th St. Ph. 884-4197