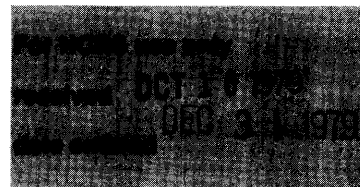


**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections



**1. Name**

historic Point Comfort Lodge  
and/or common White Pelican Inn

**2. Location**

street & number SW of Klamath Falls  
Box 80, Harriman Route not for publication  
city, town Klamath Falls  vicinity of congressional district 2nd  
state Oregon code 41 county Klamath code 035

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> other: Recreation

**4. Owner of Property**

name William and LoEtta Cadman  
street & number Box 80, Harriman Route  
city, town Klamath Falls vicinity of state Oregon 97601

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Klamath County Courthouse  
street & number  
city, town Klamath Falls state Oregon 97601

**6. Representation in Existing Surveys**

title Statewide Inventory of Historic Properties has this property been determined eligible?  yes  no  
date 1979  federal  state  county  local  
depository for survey records State Historic Preservation Office  
city, town Salem state Oregon 97310

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## 7. Description

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved      date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

---

### **Describe the present and original (if known) physical appearance**

The Point Comfort Lodge (1911) is a cedar shingle-clad two-story wood frame construction, essentially rectangular in plan, with principal elevations fronting on the highway to the west and overlooking Pelican Bay in Upper Klamath Lake to the east. The main shingled roof form with overhanging eaves and exposed rafters is H-shaped, with a lateral gable covering the long axis, and transverse gables sheltering either end section. On the lakeside facade, a gable-roofed garden room section projects from the center of the main volume. Access to the garden and lakeshore from this section is provided by a formal double stairway with end wall of stepped profile and clad with shingles matching exterior treatment throughout. Originally, this outside stair was uncovered. At present, it is protected by a wood canopy supported by posts spaced atop the stepped stair wall.

The front entry is centered in the central section of the west facade. Originally, the door with 20 small fixed panes and side lights was flanked by French doors opening onto a terrace with solid, shingle-clad railing and wall which extended across the southerly two-thirds of the facade. The terrace, or uncovered veranda, was removed at a later date, and, during a period of heavy snow in the 1950s, a gable-roofed canopy with exposed rafters was added to shelter the central entry. Former terrace areas on either side of the entry were enclosed to become 10x12' solariums.

Window openings are wood-trimmed casement types with four fixed panes in the upper registers. Narrower window openings with identical membering are used also and vary the ribbon groupings of casement windows. A large masonry chimney, rectangular in plan and with low profile, breaks the lateral roof ridge at the center. Cedar shingle cladding is natural-finished, and trim, as in the historic period, is painted a light color which contrasts with the unpainted body of the building. With its west face presenting, essentially, but one story above grade (the site slopes toward the lake front), the roof, with its overhanging eaves, hovers close to the ground. The low-lying horizontality of the 90'-long principal facade is enhanced by the effect of ribbon windows. The net result, belonging in the general category of Progressive American Architecture, is an amalgam of Rustic and Arts and Crafts Styles, so widely adapted for resort architecture in the West in the early years of the century. Plans for the building are attributed to D.F. McDougall of San Francisco, whose relationship to the prestigious McDougall Brothers firm is suspected but as yet unconfirmed.

That a San Francisco firm, or firms, should be engaged in the various building projects of the Klamath Development Company--projects including tract housing in Klamath Falls--was logical, for the company maintained offices in San Francisco (in the Flood Building) as well as in Klamath Falls. Californians were the company's principal investors.

The interior of the lodge is organized around the central chimney which serves a lobby/lounge area inside the entry vestibule and a dining room/parlor on the east. Kitchen, utility and private dining areas are contained in the northerly arm, and small guest rooms with common bathrooms make up the southernmost arm of the lodge. Box-beamed ceilings of the public spaces and original wall surfaces, door and window trim are generally intact throughout.

Other features on the sloping, 1.87-acre site include a shingle-clad gable-roofed cabin similar to the lodge in finish details. Located off the northwest corner of the lodge, the cabin was built at the time of initial development, c. 1911. Two smaller cabins of log construction or veneer and a pumphouse were added on the upper slope in this area in the 1950s. A non-historic feature not included in the nominated area and separated from the lodge by some 200' and a screen of tall pine trees, is a rental mobile home situated in the far northwest corner of the property. Current owners are presently completing a comprehensive rehabilitation program calling for re-opening of the overnight guest accommodations as well as the dining room in the lodge. The cabins are to be used as staff quarters. Long range plans call for

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encircling the lodge with a loop driveway from the parking area at the upper level of the site. The purpose of the drive is to give access to a boat dock at water grade and to a modest number of recreational vehicle pads which will be developed on the slope between the lakeshore and the rental mobile home to the north of the historic features.

The original wood-burning steam boiler in the basement of the lodge has been replaced with an oil-fired steam unit and functions as a one-pipe steam system utilizing the 17 original radiators.

The lower floor of the lodge is currently used as residence for the owner. Most of the rooms on the lower floor were finished after initial construction.

The main floor area is 4,620 square feet and contains 18 spacious rooms with 9'-high open beam ceilings. Main floor structural members consist of 2x8" floor joists at 16" on center, covered by 1x6" subfloor with 1x4" tongue and groove clear pine laid on subflooring. This double flooring adds strength to the structure and reduces heat loss between floors. Main floor walls consist of 4x4" exposed S4S exposed ceiling rafters. One side of exposed 4x4" studded wall is covered with 1x4" V-edged and center matched clear pine siding (EVCM). Between the wall studs a forest green, burlap textured, fabric is glued to the reverse side of EVCM paneling and trimmed at the borders with 1/2x1 1/2" moulding. The lack of a wall cavity required resourcefulness in concealing plumbing and electrical wiring.

Plumbing is comprised of original fixtures with claw-foot bathtubs and cast iron waste lines with leaded joints. Knob and tube electrical system was replaced with romex in 1958 and then with EMT conduit in 1979 by the present owner to meet restaurant code requirements. Kitchen, hallways, closets and bathrooms are lined with original EVCM clear pine paneling.

The most elegant spaces in the lodge are the lobby and fireside room. The box-beam mahogany stained coffered style ceiling blends with walls of 1x12" vertical clear pine boards with 1x4" batts trimmed at the bottom with a 1x10" baseboard and at the top with a 3x4" running horizontally trimmed with triple-faced crown moulding.

Carpeting has been added to the floor of the restaurant dining room of the building. Twelve hanging chandeliers in the dining room and lobby have been selected to match the original decor of the building. Kitchen floor is new and all new kitchen equipment has been installed by the present owner. Much effort has been made to preserve the mood, personality and atmosphere of the steamboat era on Upper Klamath Lake.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) Recreation

Specific dates c. 1911

Builder/Architect

D.F. McDougall, architect

### Statement of Significance (in one paragraph)

Point Comfort Lodge, overlooking Pelican Bay on Upper Klamath Lake, is significant to Klamath County and the county's major population center 28 miles to the south of Point Comfort as the best preserved of a number of lakeside resorts dating from the early years of the century. Built for Klamath Development Company president S.O. Johnson after plans by San Francisco architect D.F. McDougall, the lodge was opened in 1911 as a place to entertain prospective investors. Last-built of five Klamath Falls area resorts of the period, Point Comfort Lodge was erected half a mile north of the lodge at which railroad magnate Edward Henry Harriman entertained figures of worldwide renown. (The lodge at the Harriman resort is no longer standing.) A commodious shingle-clad building, Point Comfort Lodge epitomizes the early 20th century fashion for resort architecture rustic in spirit, yet comfortably appointed, and it is an important visual link with the glory days of the Southern Pacific Railroad and its corporate entities in the Klamath Basin.

Point Comfort Lodge is situated on a headland in Pelican Bay on the northwest shore of Oregon's largest freshwater lake--Upper Klamath Lake. Pelican Bay, named by Captain O.C. Applegate in 1866, was the hunting grounds of the Klamath Indians before the white man came to Klamath County. Indians crossed Upper Klamath Lake in dugout canoes to gather wocus seeds and to hunt and fish among the marshlands of Pelican Bay.

In the fall of 1863, as the white man's frontiers expanded throughout the West, the first permanent settlement in the Klamath region was made by the military at Ft. Klamath. Then, 40 miles to the south, a settlement called Linkville grew and prospered to become Klamath Falls at the lower end of "Big Klamath Lake." In time, the Indian hunting grounds of Pelican Bay became the sporting ground of the white man. Tourists and sportsmen arrived first by steamboat and then by motor launch, since the lake itself (97,000 acres of water, 40 miles long) offered a faster route to the recreation area than the trails and poor roads of earlier days.<sup>1</sup>

The early 1900s brought resorts with dance pavilions where, typically, oyster stew was served at midnight for weekend visitors at the close of a night of revelry. Places like Pelican Bay Lodge--later Harriman resort--(1899-1942), Odessa Hotel (1902-1928), Rocky Point Resort (1906-1979), and Eagle Ridge Tavern (1909-1926) have been torn down, burned to the ground, or modernized beyond recognition. Of all the original resort structures, the only one remaining in unchanged condition is Port Comfort Lodge (1911).

The years preceding the arrival of the Southern Pacific Railroad in Klamath Falls, in 1909, were the heyday of land developers and timberclaimers who purchased huge tracts of land, opened new businesses, and built sawmills in anticipation of the boom that a railroad was expected to bring to a young frontier town. In fact, many newly formed companies were discreetly financed by the backers of the Oregon Trunk Railway, the line of mixed operation which connected central and southern Oregon to transcontinental lines along the Columbia River and to California points. Also, 1909 marked the beginning of the ascendancy of the Pacific Northwest in timber production. In that year, the country's all-time record year, 44.5 billion board feet of timber were produced.

# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

**UTM NOT VERIFIED**

Acreeage of nominated property c. 1.87

Quadrangle name Lake of the Woods, Oregon

Quadrangle scale 1:62500

UMT References

A 

1	0	5	7	4	8	5	0	4	7	0	2	3	5	0
Zone		Easting						Northing						

B 

Zone		Easting						Northing					

C 

Zone		Easting						Northing					

D 

Zone		Easting						Northing					

E 

Zone		Easting						Northing					

F 

Zone		Easting						Northing					

G 

Zone		Easting						Northing					

H 

Zone		Easting						Northing					

**Verbal boundary description and justification** The nominated property is described as Tax Lot 800 in Lot 4, Sec. 2, T36S, R6E, W.M., in Klamath County, Oregon. Beginning at a point on the easterly boundary of State Highway 421 approx. 320' south of the southerly boundary of Chin-Tolk Street extended, thence southwesterly along the easterly boundary of said (see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

# 11. Form Prepared By

name/title William H. Cadman

organization \_\_\_\_\_ date April 20, 1979

street & number Box 80, Harriman Route telephone 503/356-2303

city or town Klamath Falls state Oregon 97601

# 12. State Historic Preservation Officer Certification

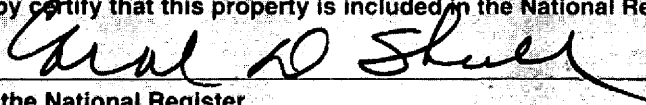

The evaluated significance of this property within the state is

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature 

title SHPO Designee date Oct 4 1979

For HCRS use only	
I hereby certify that this property is included in the National Register	
	date <u>12-31-79</u>
Keeper of the National Register	
Attest: 	date <u>12/10/79</u>
Chief of Registration	

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Point Comfort Lodge

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Taking the lead in corporate investment in the Klamath Basin was Edward Henry Harriman (1848-1909), "Wizard of the Pacific" (ie, Union Pacific, Southern Pacific, and Central Pacific: in addition, he had controlling interest in eight other major railroads across the country). Being a farsighted man with the financial backing to make visions come true, Harriman purchased a resort on Pelican Bay on Upper Klamath Lake known as Pelican Bay Lodge, and he vacationed there in 1907, 1908 and 1909. Recognizing the potential of the area, including the vast timber resources of the Cascade Range, Harriman planned to bring people by rail from all over the world. His two sons, Averell and Roland, enjoyed guided hunting and fishing trips during their visits to Pelican Bay. Telegraph equipment was installed to keep Mr. Harriman current on all business developments. At his resort, which was renamed Harriman Lodge, strategic business decisions were made that later affected the routing of future rail lines in Oregon and Washington. Oregon's Governor George Earle Chamberlin; John Muir, naturalist; J.P. Morgan, financier; and Theodore Roosevelt were among the notables who were guests at the Harriman Lodge on Pelican Bay. With Harriman's death in September, 1909, the greatest of all railroad empires in the United States faded. Shortly thereafter, the US Supreme Court and President Theodore Roosevelt broke up the Harriman empire, forcing the halt of rail construction from the Natron Cutoff above Klamath Falls for a period of 17 years before the north-bound rail link to Eugene, Oregon was finally completed.

One of the Southern Pacific's veiled corporate entities, the Klamath Development Company, had been incorporated in San Francisco, California late in January, 1905. The planning of bold business ventures and use of such slogans as "Klamath Falls, where fortune calls" marked the activities of the Klamath Development Co. The company was a vital link in the economic forces that developed Klamath Falls. It sponsored such projects as the Hot Springs Improvement Company, a 540-acre subdivision; the first city franchise to operate a horse-drawn "Linkville Trolley"; the construction of the 93-room White Pelican Hotel (1911) in Klamath Falls, one of the distinctive showplaces of Southern Oregon until destroyed by fire in 1926; the purchase and development of the 562-acre Harriman resort, and, finally, the building of Point Comfort Lodge, half a mile to the north of the latter, in 1911. The grand opening of the new lodge at Point Comfort was attended by the Bohemian Club of San Francisco, California, and a memorable time was had by all.

Point Comfort Lodge was used as a summer home by the president of the Klamath Development Company, S.O. Johnson, formerly a Minnesota lumberman who had recently built the McCloud River Railroad near Mt. Shasta in California. Being fully aware that Klamath County would be the "Hub of the Lumber Industry" for Southern Oregon, Johnson operated the lodge at Point Comfort as a showplace to entertain investors from all over the country.

Seeking to promote development of resources in addition to timber, the Klamath Development Company expanded the facilities at Harriman Lodge and arranged transportation of guests from the White Pelican Hotel in Klamath Falls to Pelican Bay resorts by way of the exquisite White Pelican, a motor launch. "Auto stage" trips were also arranged for day trips to Crater Lake. It was a magnificent package tour to offer, but the timing was premature and the season too short to make the business profitable. The Fleischhacker Company of San Francisco became interested in Pelican Bay properties, and ownership of Point Comfort passed to Herbert Fleischhacker in 1915. The Pelican Bay headland and its two resorts remained in the family's hands until 1940, when the property was sold in bankruptcy to Fred Fleet and Gus Johnson (no relation to the former owner and builder). Gus and Olive Johnson operated

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Point Comfort Lodge

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the Harriman resort until the main lodge burned in 1942. When the partnership of Fred Fleet and Gus Johnson was dissolved in 1948, Fleet sold the Point Comfort Lodge to Floyd Rogers. Rogers, in turn, sold it to Walter and Irene Klinger in 1949. Mrs. Klinger spent years re-painting and restoring the old lodge that had weathered winter snow storms and spring thaws. With her recent death, the lodge was acquired by its present owners who have resumed the work of rehabilitation. The historic and best preserved resort at Point Comfort was re-opened under the name of White Pelican Inn on March 8, 1979. A special guest at the recent re-opening was the son of the original builder, the Honorable Sam Johnson, former Oregon State Legislator of the 54th District, and current mayor of Redmond, Oregon.

- 
- 1 Steamers on Upper Klamath Lake: 1879-1880 -- General Howard  
1905-1916 -- Winema (operated by Totten & Hansberry)  
1901- ? -- Alma  
1905- ? -- Klamath  
1909- ? -- Mazama  
1909- ? -- Eagle

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Bulletin #121 of US National Museum, Life Histories of North American Petrels and Pelicans, p. 285. Captain Applegate named Pelican Bay, Upper Klamath Lake, 1866, for the indigenous American White Pelican.

John Muir, Edward Henry Harriman, 1911, Reprinted 1975 by W. Averell Harriman, Houghton Mifflin Co, Boston.

Marjorie O'Hara, Medford Mail Tribune (March 5, 1967)

Marjorie O'Hara, "They Called it Millionaires Lodge," Northwest Magazine, (Sept. 22, 1968)

Harry J. Drew, Early Transportation on Klamath Waterways, Klamath County Museum, Research Paper No. 6.

Devere Helfrich, KLAMATH ECHOES, Klamath Historical Society, 1965, Vol. 1, No. 2, Page 4, 8-14, 54, 69-69; 1967, Vol. 2, No. 5, pages 71-81; No. 16, "Railroads into Klamath", p. 17-25, 33-42.

Rachael Applegate Good, History of Klamath County, Oregon, Chapter XIII, 1941, p. 73-75.

Frank H. Lamb, Sagas of the Evergreens, W.W. Norton, publisher, NY, 1941, p. 348.

Mrs. Mamie Wampler, area resident since about 1926, personal interview on 3/30/79.



FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Point Comfort Lodge

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highway 326.3', thence southeasterly along the south boundary of Tax Lot 800 251.2' to the shore of Upper Klamath Lake, thence northeasterly along said shoreline 285.5', thence northwesterly along the new north boundary of Tax Lot 800 approx. 200' to the point of beginning, containing in all 1.87 acres, more or less. The described property does not include a separate tax lot recently formed of the northerly 90' of old Tax Lot 800 containing one or more mobile homes. No exceptions from the foregoing description are necessary.

Code 78, Map 3606-222-800  
Code 8, Map 3606-222-801

Box 80 Harriman, Route  
Klamath Falls, Oregon 97601

CONTOUR MAP  
POINT COMFORT PROPERTY

SCALE: 1/4" = 10'

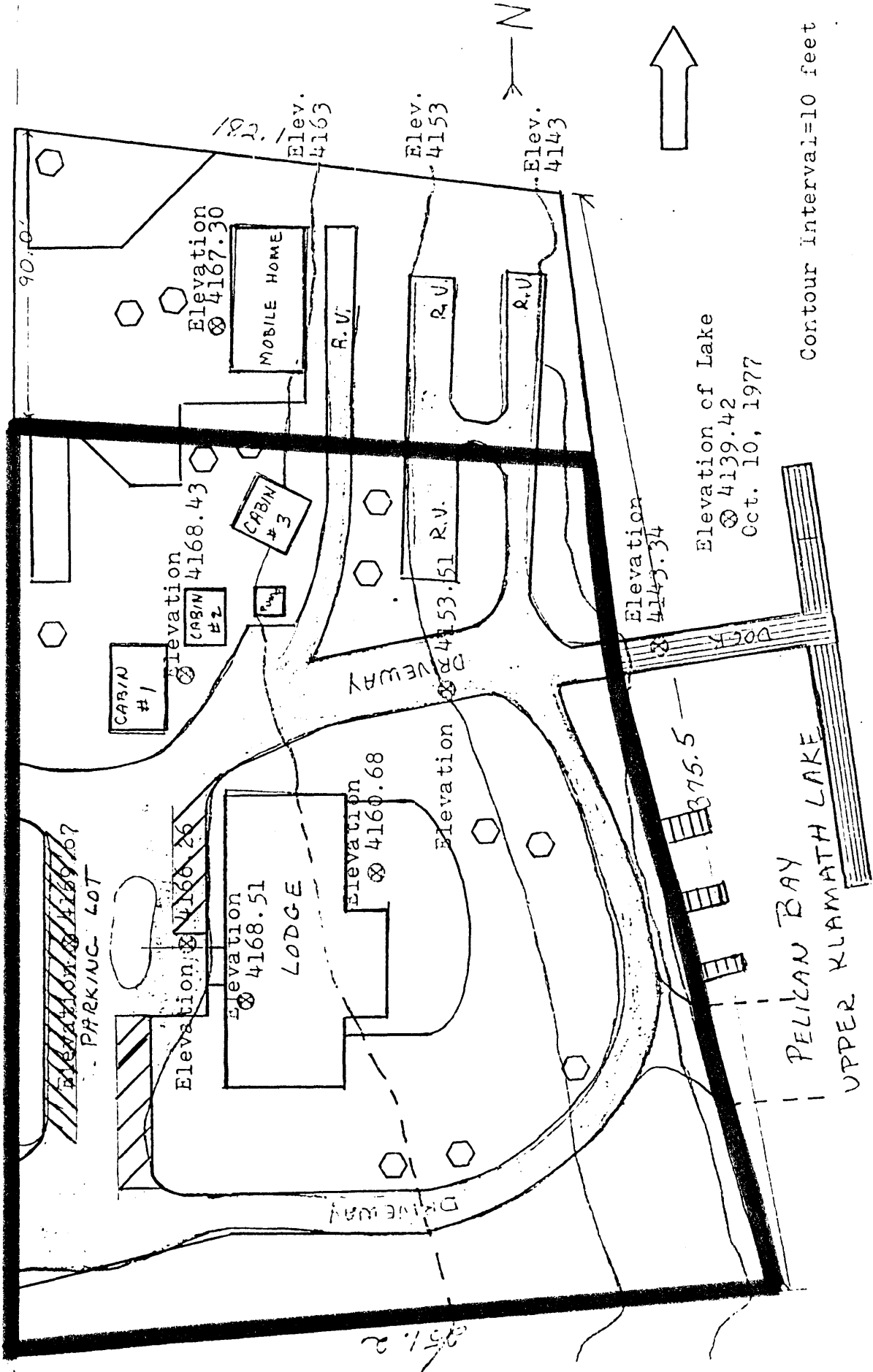
Elev. 4173

Rocky Point Road

Boundary of area nominat-  
to National Register.

Elevation 4173.34

416.3



Elevation of Lake  
4139.42  
Oct. 10, 1977

PELICAN BAY  
UPPER KLAMATH LAKE

Contour interval=10 feet

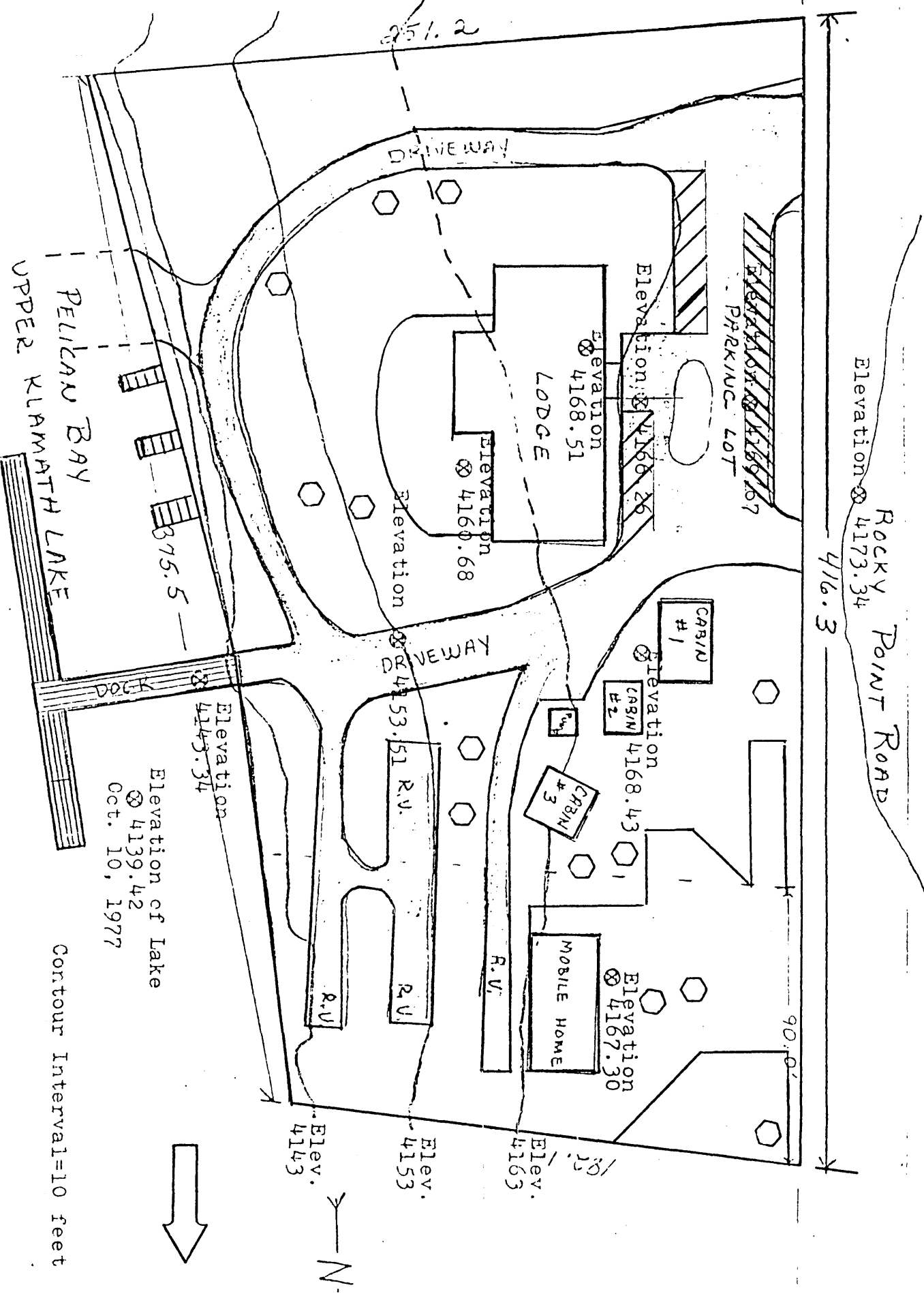
Code 78, Map 3606-222-800  
Code 8, Map 3606-222-801

Box 80 Harriman Route  
Klamath Falls, Oregon 97601

SCALE: 1/4" = 10'

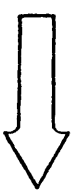
CONTOUR MAP  
POINT COMFORT PROPERTY

Elev. 4173



Elevation of Lake  
4139.42  
Oct. 10, 1977

Contour Interval=10 feet



N