

# Sacramento River Delta Historical Society NEWSLETTER

*"For what is the present, after all,  
but a growth out of the past."  
— Walt Whitman*

NEWSLETTER

Vol. 16, No. 2

DECEMBER 1996

## SOCIETY NOTES

The historical exhibit at the PEAR FAIR was its usual success. Everyone who visited the Fair drifted through the partially repaired auditorium to view the old pear harvesting equipment, pictures and picture boards from the Clarksburg Historical Society. The crowd was well behaved and interested in the exhibition. Many old acquaintances were renewed. Next year we MUST get more help for Jim Dahlberg, Tom Herzog and Jerry Waterworth who put in many long days of cleanup, collection, and arranging of artifacts and pictures. Thanks gentlemen, your work brings knowledge and pleasure to many visitors.

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We have been remiss in not thanking people who have contributed materials to the Resource Center over the years. There are scrapbooks, ranch records and other valuable memorabilia that have been donated. We are indebted to Mrs. Baker, Jim Shanks, Mrs. Gianetti and Elsie Primasing. We are getting organized enough to be able to protect our books and papers and to make them available for perusal. We do appreciate all donations—THANK YOU!

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Someone arranged a warm and nostalgic meeting at Al's Place for our September get-together. Chobby Jensen told tales of his 28 years working there. It was historical and entertaining. To get the details see article on p. 6).

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C.J. Jensen has been appointed to represent the Historical Society with the group working on preserving Locke.

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We are listed on the Web!  
Try: <http://www.citiwide.com/sachistory>.

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Cathy Hemly is skipping the country and will not be with us at the annual POTLUCK dinner. Therefore, we must take a paragraph to remind everyone of the projects she has fomented. She steered us through the Historic Preservation shoals up and down the river, including Locke. Then there is the historic house remodeling which provided us with many pleasant meetings including photography by Hemly. The Historic Houses of the Sacramento River Delta reprint was not simple. These projects have really kept us going the last few years. THANKS, CATHY.

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Linda Pylman Anderson spoke about "Coming Home" and the story of the restoration of her grandparents' house at the November meeting in Clarksburg (see article on p. 5). We are indebted to the many people who supplied and distributed refreshments. THANKS! The meeting was well attended and enjoyed by all.

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**ANNUAL POTLUCK DINNER**  
**MONDAY JANUARY 20th 6:30 PM**  
**JEAN HARVIE CENTER**

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### BOOK ORDER

To order a copy of Historic Houses of the Sacramento River Delta, send \$12.95 per copy (mail order) to SRDHS, P.O. Box 293, Walnut Grove, CA 95690.

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## SWING BRIDGE

Judy Smith introduced the topic of the swing bridge that existed across the Sacramento River from Grand Island to the Pearson District. Today all we can see are the abutments left when the bridge was moved to Three Mile Slough in 1937. The opening of the bridge is described in two newspaper articles, one from the Sacramento Bee and one from the Sacramento Union. They both describe the gala event of the opening. The first article headlines that the big bridge will be dedicated next Sunday and the "Modoc" will carry excursionists from Sacramento and back. Howard B. Kercheval and Wm. J. Smith, who have worked for the bridge a long time, "propose to make the occasion one that will not be forgotten. They have the longest and finest drawbridge on the Pacific Coast, if not in the world." One Bee writer reported: "Messrs. Smith and Kercheval hired the 'big river steamer Modoc' to make the run down to the bridge next Sunday, stop two or two and one-half hours, witness the ceremonies of dedication, have a good time, drink to the success of the islanders and the new bridge in any liquid they may name, and return to this city before night, assured that they have seen a great stretch of the finest country in the world and had the time of their lives. Positively the bridge will not be thrown open to the public until next Sunday afternoon, and Mr. Smith's surrey, in which will be Mrs. Smith, Mrs. Kercheval, Mrs. B.W. Cavanaugh and the ladies of the members of the Board of Supervisors, will be the first vehicle to cross. And at one o'clock there will be a meeting of the multitude in the middle of the bridge. Contractor Clark of the firm of Clark & Henry, will formally present the bridge to the Board of Supervisors, and will indicate Howard B. Kercheval to make the presentation speech. Howard K. Johnson, Chairman of the Board of Supervisors, will accept the bridge for the county, and in his turn, present it to Supervisor Doty, representing the Fifth Supervisor District. And Mr. Doty, whom years of work upon the stump in county, State and National campaigns has branded "orator," will make the oration of the day. When the Sage of Elk Grove, who upon more occasions than one has held the Senate and the Assembly of the State in the thrall of his logic makes a speech, he says something worth saying, and it is predicted that he will make a hit next Sunday."

The Union article headlines "Down the River Tomorrow." The dedication ceremonies were held on Sunday, March 11, 1906. In addition to the information in the first article this one informs us that, "Supervisor Gillis Doty, who, while a strict observer of the Sabbath, will break his rule on the ground that the better the day the better the deed. The big steamer 'Apache' will take hundreds of excursionists to the scene of the ceremonies. The bridge joins Grand Island which contains 12,000 acres of the richest land in the world, to the mainland and incidentally to Sacramento. Heretofore most of the trade of the Island District has gone to San Francisco. It is believed that the new bridge will

turn the tide toward this city, particularly as the Sacramento Southern and the Western Pacific Railroads both are heading for the new bridge, and will both have stations within easy reach of the outlet for Grand Island and other islands down the river."

The next section of the Union article continues with the "official programme". "The steamer Apache will leave the foot of K Street at 10 o'clock sharp arriving at the bridge about 12 o'clock noon, passing through the draw and down the river about two miles. Then it will return to Howard Kercheval's landing, where all will disembark and proceed to the bridge site 200 yards upstream, on foot. At the bridge the excursionists will be received by the contractors, Clark & Henery, and their assistants, County Supervisor Boyd and four young ladies—Miss Kercheval, Miss Cavanaugh, Miss Beard and Miss Smith—with proper escorts, and each armed with a bottle of wine. The bridge will then open and slowly close. At the moment of impact of the four corners the bridge will be christened "Grand Island Bridge" by the four young ladies and the American flag unfurled. The band will play "I Stood on the Bridge." Then a surrey driven by Mrs. S.J. Smith, accompanied by Mrs. H.D. Kercheval, Mrs. W.H. Metson, and Supervisor Johnson's daughter will cross the bridge escorted by the crowd. After all have passed to the Sacramento side and assembled on the large Pearson District levee...the sage of Elk Grove is expected to orate freely and announce that the bridge is dedicated and will be thrown open to the public for travel on Monday, the 12th of March. Those who make the journey by steamer will be given an opportunity to amuse themselves on the sand levees until the steamer whistles for the return trip, which will be at 2:30 sharp, arriving at Sacramento about 6:15. Owing to a lack of facilities at and near the bridge no refreshments will be served and everyone should provide themselves with a lunch or be satisfied with steamer fare." There was a limit of 610 people who could ride the steamer. WHAT A PARTY!

George William Gutenberg Smith, son of Wm. J., spoke of this bridge in his oral history. He lived on Grand Island a mile or so from the site of the bridge. It was the first bridge across the Sacramento River between Sacramento and San Francisco. Now (1996) there are bridges at Freeport, Paintersville/Courtland, Walnut Grove, Isleton and Rio Vista. The Grand Island Bridge was a swing bridge with a support (center pier) in the middle. The bridge was turned by hand and the "kids" loved to have a boat come so they could help swing the span. It was worked by hand until 1910/12 when an electric motor was installed. In the daytime the bridge was left closed for passage by wagons, people, trucks, horses and buggies. At night the bridge was left open for boats. Later a man slept in a tin house on the bridge. He was awakened by rocks thrown on his house. He would then cuss and close the bridge so someone could cross. Finally there was a twenty-four hour man.

(See SWING BRIDGE, pg. 4)

## ANDRUS ISLAND

In 1852, George Andrus settled on the banks of the Sacramento River about halfway between Walnut Grove and Rio Vista. This was the beginning of 7000 acre Andrus Island. It is an irregularly shaped island. There is a long thin strip, sometimes less than a mile wide, that runs along the Sacramento River from Walnut Grove, where Georgiana Slough begins, to Jackson Slough. This strip is bounded on the other side by Georgiana Slough. Georgiana Slough ends at the North Fork of the Mokelumne River. At this point Andrus Island widens and is bounded on the south by the North Fork of the Mokelumne River and then the San Joaquin River. The Island is bounded on the west by Jackson Slough (now dry) which flows from the Sacramento River to Seven Mile Slough and then into the San Joaquin River. The river banks were lined with cottonwood, buckeye, wild grape, oak and walnut. Indians lived on scattered spots of elevated land and along the river banks. At Isleton a Patwin Indian settlement was situated at the head of Jackson Slough on the Sacramento River.

In 1862, the California State Legislature okayed a public tax for levee building and on July 18, 1862 the reclamation of Andrus Island began. The reports for District #4 included both Andrus and Tyler Islands. Described as low and nearly level, about 2 feet above high tide the north end was higher, the middle somewhat lower and the south end wet and difficult to drain. The soil on Andrus is peat where it touches Bouldin and Twitchell Islands and along the Sacramento River natural levee the island is made of firmer mineral soils. At the south end of the island "the reclaimers were confronted with the challenges created by the river, the outflow of the Yolo Basin, the hills and winds as well as the peat fundament." The north end of the island is surrounded by stronger levees, due to the slickens in the North Delta which make stronger levees. Engineer A.R. Jackson maintained that the two islands were not protectable from high floods but could be protected from ordinary high water. In 1862, nine miles of levees were built along the Sacramento River. In 1863 a contract was let to C.G. Jackson & Co. to complete levee construction. After the flood of 1878 a good part of the island was "awash" for a number of years. In December 1887 the "Ajax," dredge was sold for \$17,500 by George F. Smith to the San Francisco investors (Tide Land Reclamation Co.) who owned 8200 acres on lower Andrus and Brannan Islands. The Ajax was a bucket and ladder dredge based on the swamp ditchers of Louisiana and Florida. It was designed by the Stockton engineering firm of Ferris and Barker and the machinery manufactured by Farrington Hyatt & Co. at the Stockton Iron Works. The Ajax rebuilt the Andrus levees and later worked elsewhere in the Delta.

The clamshell dredge Andrus #5 entered service about 1887. The purchase of the dredge was approved by the landowners and underwritten by assessments made on acreage basis by the Reclamation District Trustees. Andrus #5 was one of the first dredges in California obtained by this method. At the same time that the island levees were built and improved, a "formidable system of levees" were built to protect Reclamation District 407 (Isleton) between 1882 and

1893. Most of the work was underwritten by the Pacific Mutual Life Insurance Co. which owned Isleton by default. The Company had built for the purpose the dredge "George A. Moore" named for its president. In 1892/3, the dredge was sold to Josiah Greene of Merritt Island. In addition the dredge may have also worked on Andrus both above and below District 407. Circa 1915, the clamshell dredge "Jupiter," implementing the 1911 "Jackson Report," a state flood control scheme, provided sand to add breadth and height to the Sacramento River levee on Andrus. In 1946 the dredge "Monarch" which served in the Pacific during World War II, worked on setting back the west levee. Among the dredgers associated with Andrus was James William Hollenbeck, born on Ryer Island in 1867, who worked on the Andrus levees until about 1920. Continual drainage work was provided by, among others, Paris Brothers and Anderson of Rio Vista.

Nevertheless despite all the foregoing described efforts Andrus suffered flooding as mentioned, in 1878 and again in 1881, 1890, 1907 and 1972. During the flood of '07 Herbert Crew rowed the Hutton family from Isleton to Richland (now Hood) and thence overland to Franklin to stay with their Carr relatives, Franklin dairymen. And after the '07 flood Claus Spreckles, the sugar baron, toured the Isleton area and "reaffirmed his faith in Isleton as an agricultural producer." Was Spreckles an investor in the Pacific Mutual Life Insurance Co. or buying sugar beets or both????

The most recent flood occurred June 21, 1972, a levee on the southeast of the island broke, rapidly flooding most of Andrus and Brannan Island. Sheriff's deputies reported the break at 1:08 AM. It was located between Bruno's Yacht Harbor and the Spindrift Marina. By 3 AM Highway 12 was covered and Isleton threatened. Two-thirds of Isleton went underwater, some houses to a depth of seven or eight feet. Most of Brannan and Andrus Islands were under one to fourteen feet of water. Many people were rescued by boat and helicopter—over one hundred people were evacuated to the High School in Rio Vista. The Isleton main business district did not flood. Telephone lines flooded too as operators hastened to warn residents of the oncoming water. The Courtland night operator had a very "lit up" switchboard. By 8 AM there were six operators working frantically on the usually quiet switchboard. When the San Joaquin River broke through the Andrus Island levee the costs were estimated at 21.8 million dollars. The Sacramento Bee reported \$12 million in crop loss and salt damage. \$86,000 was spent by the Red Cross and \$1.3 million in levee repairs and pumping out the island. No cause was definitely determined, but structural slippage in incomplete repair work was mentioned. Tides and high winds were no help in reconstruction efforts. Crops of pears, safflower and corn were ruined. Time estimates were 30 days to repair the break, then 60 days to pump out enough water to free Isleton and months more to pump out all the water. Upper Andrus was spared flooding by the cross levee built at the waist of the Island.

*(To be continued in June 1997 newsletter)*

## TWITCHELL ISLAND

Twitchell Island is located due south of Brannan Island and borders on Three Mile Slough, Seven Mile Slough and the San Joaquin River. It contains 3800 acres of prime peat farmland.

When in 1868 the state of California removed acreage restrictions for ownership of swamp and overflowed lands, reclamation progressed rapidly. Twitchell Island was enclosed by handmade peat block levees prior to its sale by the Tide Land Reclamation Co. to a group of investors from Kentucky for \$68,000 in June 1870. The sale to the group of professionals from Kentucky was well publicized as was the bounty from the first harvest in 1870/71. Twitchell was a "spectacular financial success" where \$67,000 was reaped in wheat. "In a region where irrigation was in its infancy and where the yield of small grain depended on the variable rains of winter, the reclaimed tule land seemed very attractive." Despite excellent returns on their investment in infrastructure and crops, there remained the constant difficulty of keeping high tides and seasonal floods at bay. There were levee breaches in both 1871 and 1872.

George D. Roberts, who organized the Tide Land Reclamation Co., had a ditcher tested on Twitchell in the summer of 1870. It was not a great success. It peeled slabs of peat which were then sliced and laid down by hand, using Chinese labor, to build a levee. This ditcher participated in the initial enclosure of the tract. In 1893, George Oulton, a large investor in the Tide Lands Reclamation Co., used a clamshell dredge to restore and extend the levees on the eastern end of Twitchell where subsidence, tides and waves had eroded the original peat block levee. Twitchell has always been plagued by leakage and the specter of flooding and remains so today.

The Oulton School District was created in 1901 on Twitchell Island. Trustee Clerks include G. Nonelia, W.D. McLaure of Isleton, and in 1908 L. Shelley. Teachers mentioned in the records are Gertrude Pierce in 1905, C.A. Perkins 1909 and 1911, and Zanita Drake. The enrollment ranged from the original 9 to a high of 34 in 1917. In 1934 there were 21 pupils, 2 of whom graduated. In 1940 there were 11 pupils and one graduated. The district was declared lapsed in 1942 and annexed to Brannan District which was already a part of Isleton Union. Alice Perkins Himebauch, an early Isleton Asparagus Festival Queen, remembered rowing with her brother to Twitchell Island each morning where her mother taught school.

Mary Shafer Older wrote about the fine old home called "Rosetta", the fourteen-room, four-story Oulton summer residence located on Twitchell Island. She mentions asparagus as a crop which later gave way to the typical delta field crops celery, onions, sugar beets, etc. The island has remained in private hands and is used as a summer resort area by some San Francisco families.



## SWING BRIDGE (continued from p. 2)

Cantilever bridges made the swing bridge obsolete and when the Paintersville and Steamboat Slough bridges were completed Grand Island Bridge was cut in half and stored while the center pier and approaches were destroyed. The abutments remain today.

In a recently published book, *California Drawbridges*, Bernard C. Winn sheds light on the rest of the history of the "state's most traveled swing bridge." The Grand Island bridge is described as a thru truss swing span, built in 1905. Other bridges made the Grand Island bridge obsolete and it was dismantled in 1924. Incorrectly, Mr. Winn believed the Grand Island Bridge was replaced by the Steamboat Slough Bridge and therefore was located on the same site across Steamboat Slough. It was across the Sacramento River and if in fact it was cut in half and stored it would be interesting to know where it was stored. At any rate it was reportedly brought out of storage, welded together and barged down the river thirteen years later. In 1937, it was moved about 20 miles down the river to Three Mile Slough on State Hiway 24. The swing span remained in use until the new vertical lift Three Mile Slough Bridge was completed in 1950. San Joaquin County bought the old Grand Island Bridge and using two 100-ton floating cranes and a barge moved it to cross Middle River between Bacon Island and Lower Jones Tract. The 165-ton structure was placed on a new center pier. A new swing span was built in 1995. The old one was towed off somewhere and is for sale but Caltrans does not expect that it will be put in use elsewhere.

## ANOTHER OLD HOUSE (continued from p. 5)

The original hardwood floors were in excellent condition even with all the construction. The fireplace was redesigned and installed, keeping the bookcases built in on each side. The windows are shuttered in the family room. In the dining room the built-in hutch is being restored but, sadly, the pass through has been eliminated. Upstairs a bathroom was added and another remodeled. There is a laundry room, office and four bedrooms as in the original house. The same carpet is used throughout the house and the original crystal door knobs are still in place throughout the house. A side entrance was added to the house and the basement is entered from outside instead of the kitchen. The outside drain pipes go underground and to the edge of the mound as always. The fireplace bricks have been used to pave a patio.

Linda introduced her helpers, architect Rosa Fernandez Merwin, cabinetmaker Maurice Majoulet and consultants Chris Spencer, Cathy Hemly and Chris Burr. The basement is full again. There is some work still in progress but the house has been restructured without losing its vintage charm. One last bit of history is the photograph of baby Albert, his mother (Nettie Smith Pylman), his grandmother (Sara Morse Smith), and great grandmother (Martha Burson Morse).

YET ANOTHER OLD HOUSE

Linda Pylman Anderson graciously told of "coming home." That is bringing her family to live in her grandparents' home and claim the wonderful community and heritage that go with it. She brought with her to the meeting a family tree and portraits, a map of Merritt Island and slides of the house being remodeled.

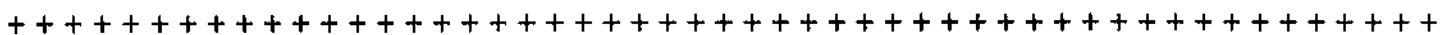
Ralph Pylman and his wife, Albertie, arrived at Ellis Island in 1882. Innocent immigrants from Friesland in Holland. They were acquainted with the Krulls and Birkenstocks who had settled on the back of Merritt Island and so they took a ship around the horn to San Francisco and went to work on the back of Merritt Island farming and dairying as they had in the Netherlands. They also sold peat. They had seven children. Three sons Henry, Amos and Garret. One of the four daughters married a Bunnell. Amos had two sons Ralph and Harvey. Garret had sons and daughters Robert, Emeline, James and Ethel Mae. Ralph and Albertie's eldest son, Henry, married Nettie Smith (with 12 Smiths and 7 Pylman most of the island became instant relatives). They had four children: Albert, Alice, Thornton, and Evelyn. Albert married Oneva Marshall. Their son Marshall is Linda's father. Four generations later Linda has come to the house built in 1870 by the owners of the "King parcel" on the front of Merritt Island. Henry and Nettie Pylman bought and moved into the elaborate and ornate marble and crystal embellishments house, cold, hard to clean and impractical—not Nettie's cup of tea. Albert was born in 1904, Alice in 1906, Thornton in 1907 and Evelyn later. They tore down the house and built a temporary shelter while their new "pre-fab" house was delivered and put together in Hood. Later, Henry and Nettie built another home at the crossroad and Albert and Oneva raised their family in the old home. In 1967, Marshall built a home on the ranch and farmed with his father. This had become the north end of "Pylman Row," a long strip of land along the Sacramento River on Merritt Island purchased between 1903 and 1920 owned by various Pylman families. The south end was the Garret (Henry's brother) holding at 39770 South River Road. When the Jefferson School District needed a larger school than the "Crackerbox," Garret Pylman donated land and a school was built, where Robert and Julia later lived. When the Jefferson District joined the Bates District in Courtland, the Pylman family went

there since they had already paid for one High School they were reluctant to pay for another. This all started when the three Pylman brothers Henry, Amos and Garret bought 240 acres of land and paid for it in three years with much hard work, haying and dairying. There was always a Pylman on the Merritt Island Reclamation Board; Henry, Robert, Albert, and now Gary all served.

Linda grew up here, went to Clarksburg Elementary School, Delta High School and Oregon State University. She worked at Nieman Marcus and eventually met and married Peter Anderson. They were living in Stockton when Oneva's house became available. It took 18 months to sell their house and they used that time to start reconstructing their new home in Clarksburg. They, Linda, Peter and Matthew, camped in the house for 5 months with one sink and one bathroom (sometimes escaping to Linda's parents' nearby house).

The first step was taking down parts of the house. When it came time to remove the front porch it proved almost impossible. When it was time to reinstate the pillars, hollow tongue and groove, they had to be entirely rebuilt. The brick fireplace had to be removed as it was the cause of a six-inch drop on that side of the house. All pipes were disconnected, rewiring was done throughout and the foundation entirely rebuilt. The foundation columns were down to one brick supporting the house in some cases. Cleaning out the basement was a 5-day job for five workers. Petrified rats became the project mascots (briefly). At least they scared off the meter readers. The house was up on jacks for three months. 200 cubic yards of sand were removed to form the new basement. It made a neat sand pile. The house was raised two and a half feet. This made a bigger basement and improved the view. Finally the house was set down. The old back porch which had been screened in was removed and the back wall was moved out. This was the area originally used to feed the farm workers in the "good old days." This became the kitchen with a 9-foot ceiling, a bay window, exposed beams and original hummingbird and flower tile work. Most window dimensions were kept throughout the house. A deck was built off the kitchen. The ceiling cove was kept in the family room.

(See ANOTHER OLD HOUSE, p. 4)



ASK A FRIEND TO JOIN

Do you know someone, family or friend, who would enjoy hearing about and supporting the Sacramento River Delta Historical Society? It's fun to be part of preserving and sharing our local history.

- Regular ..... \$10.00
- Family/Business ..... \$25.00
- Patron ..... \$50.00
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The Sacramento River Delta Historical Society publishes the SACRAMENTO RIVER DELTA HISTORICAL SOCIETY (SRDHS) NEWSLETTER twice a year (December and June).



**SEPTEMBER MEETING - AL'S PLACE**

We met in one of the Delta's classic local watering holes, Al the Wops. "Chobby" Jensen, who worked at Al's for 28 beginning in 1963, related this enchanting history on the site, illustrated with slides. Al's niece was also in attendance.

Lee Bing and three partners ran a restaurant in the building from the time it was built in 1915. Other Chinese ran a restaurant there until 1934 when Al Adami and a partner came up from Ryde.

Al was born in San Francisco in 1900. His family moved to Collinsville and back to San Francisco, to Rio Vista, and finally to Ryde. This was during Prohibition. Prostitution, bootlegging, and gambling were common throughout the Delta. Al took the rap for some illegal shenanigans and did one year in prison in Fairfield.

When he came out, he and a partner established the "New Locke Cafe". Ping Lee collected \$25 a month rent until 1946 when Al bought the building for \$500. (The Locke family still got rent for the ground.) The original bar became a steak house widely known as "Al the Wops". Al lived in a room above the restaurant. At first if you wanted lunch you went to Yuen Chong grocery store and bought whatever you wanted and Al cooked it for you. He cleaned up the pots and pans and went to bed to arise and buy breakfast for the people at Ike's in Walnut Grove and then back to Locke to open "Al's Place". Ralph Santos worked for Al for many years. One morning in 1961 Ralph found Al dead in bed. He went to Ryde to phone Dr. Primasing and returned to Locke where Dr. Primasing phoned to make sure Al was really dead. After Al's death, Jack Molino and Ralph bought the business. Ranch Santos ran it and he and Jack split the profits at the end of the year. We could see where the alley had been built over to enlarge the dining room. The mural behind the bar was painted in one week by an itinerant artist who worked for food and drink.

Beef was bought by the truckload and stored in Star Theater across the street. One of the better known drinks was a "Dixon Special" involving Creme de Mint, Kahlua, and a blender. Annual events included a venison buck stew and a liver feed. A good time was had by all at Al's. Some of the regular customers included Phil Dixon, Vic Spezia, Charles Ostman, Ed Butchy, Dr. Primasing, Jack Molino, Ike Hanlin, Ernie Cossi, George Kuykendall, Al Hemly and his harmonica, Kenny Stewart, Al Reed, George and Betty Smith, to name only a sample. There were also houseboaters and tourists from Southern California. One day a guest

bet he could stick money on the ceiling and his success led to the habit of collecting dollar bills on the ceiling. We are told the secret is to wrap a dollar bill around a silver dollar. There are a lot of other methods mentioned too. Reportedly a guest from Hawaii stuck a \$100 bill once. There were many deals completed at Al's—sealed with a handshake.

Al was a good-hearted "character." He always had lots of cash around and dealt only in cash—no banks. He paid for his bi-yearly Cadillacs out of pocket. Ernie Cossi bought Buster Brown shoes for Al in Sacramento. Al suffered from gout and immediately cut the toes out of his new shoes. Al's policy was that everyone have a drink before they got any dinner. If people complained of lipstick on a glass, Al wiped it off and handed it back. He also stirred drinks with his finger. Birthdays were celebrated with singing waitresses and a candle stuck in a roll of toilet paper. There are many stories about neckties and how they got cut off, either because of some rule infraction or they were too dressy for Al's. Al cleaned the ceiling at Christmas and gave a dinner for the transients in Locke. He passed out \$5 bills on Christmas in Clampett tract. Once Al took a new Cadillac to a party at Dixons and got a car full of chickens.

There were many special dinners mentioned, i.e., Liver Feed, Buck or Venison Stew, etc. Everyone who has eaten at Al the Wops has a story to tell. It is always entertaining, but you "had to be there" at the September Meeting to appreciate some of the humor.

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**IN MEMORIAM**

We are saddened by the loss of several long-time members this year. Their support will be greatly missed. The list includes Elizabeth Wiedmann, James Pylman, Donald Heringer, Elverta Pylman, Ned Heringer, Alfaretta Lee, and Ben Himebauch.

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