

# Sacramento River Delta Historical Society NEWSLETTER

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

NEWSLETTER

Vol. 14, No. 2

DECEMBER 1994

## SOCIETY NOTES

The historical exhibit at the PEAR FAIR was well attended as usual. The cleaning, setting up and operating were done by Barbara and Jim Dahlberg, Leonard and Lillian Souza, Jerry Waterworth, Marshall Pylman, Clarise Jonson, Terry Alchorn, Viola Peters, and Tom Herzog. We are most grateful to them for a lot of hard work well done! Thanks.

The exhibit with the many pictures from the Clarkburg Collection, the beautiful new Pear Industry pictures taken by Jim Dahlberg, Mike Simpson's photographic study of the development of the pear and the early equipment from 19th century farming in the Delta make an interesting and arresting presentation. People really enjoy browsing and learning.

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Our SEPTEMBER MEETING was an adventure to the Western Railroad Museum at Rio Vista Junction. We met at Lira's Market in Rio Vista and went on to the Museum, where we were greeted by a real street car conductor. We were given rides on two different trolleys and enlightened on the operation and history of the electric rail cars. The longest Inter-Urban line in the United States ran from Chico to San Francisco. It used ferries at Pittsburg and Oakland to get across the rivers and bays. This line was acquired by Southern Pacific and became known as the Sacramento Northern. It would seem the trolley was forty years ahead of itself. The street cars disappeared just before World War II, and now we are having to reinvent them for clean air and fast transportation.

A tour of the car barn is a treat. There are cars from other countries and some of the older cars have beautiful woodwork in their interiors. Some of our members could remember rides on the Bay Area Key system or the Big Red cars in Southern California. Other members were fascinated by the shops where the trains are maintained and restored.

The Western Railroad Museum is a great family outing. In the spring they operate steam trains into the Jepson Prairie which can be gorgeous with vernal pools and wild flowers. The Museum is growing,

a new car barn is on its way, and the tracks are to be extended to the river. The park is a wonderful place to picnic as our group found.

\* \* \* \* \*

The RESOURCE CENTER is gradually gathering and cataloguing information about the Sacramento River Delta. One of the ways of keeping information is by "collection." When someone donates pictures, clippings, etc., it is kept together as a "collection" under the name of the donor. For instance, Clifford Smith contributed several pictures of he and his father with beaver skins and some notes about his house. These are kept together and filed under his name. Kenny Buckley has donated some early pictures of the area. The Courtland librarians kept a history file that is being kept as a collection. Our latest collection is a number of class pictures donated by Laura Flaxa. If you were ever in Mrs. Flaxa's class, you are undoubtedly included. The Center is open from 10 am to noon on the first Tuesday of each month or by appointment.

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Our NOVEMBER MEETING, held in Clarksburg Library, was a panel about the activities in the Delta, especially Clarksburg, during World War II. For some it isn't so much history as nostalgia, for others it brought back painful memories. Remembering rationing, aircraft spotting, USO and Red Cross work and trying to farm without labor and other necessities ran the gamut of emotions from humor to despair. The panel was introduced by Marshall Pylman and included Norman Slater, Daisey Merwin, Scud Marshall, Flossie Campbell, Lester Heringer, and Lois Hunn. As usual the audience contributed many more fascinating anecdotes of the era. We will include more details in our next Newsletter. Our thanks (again) to Yvonne and Marshall Pylman, the Greg and Warren Merwin families and the panel participants for the organization and administration of another wonderful Society meeting.

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**ANNUAL POTLUCK DINNER**  
**MONDAY      JANUARY 16th      6:30 PM**  
**JEAN HARVIE CENTER**

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## JEAN HARVIE

Jean Harvie died in February 1994 at 85 years. During her adult life she served her community through the schools and churches. Born Agnes Jean Harvie in Rio Vista on May 16, 1908, she attended the Canright Elementary School near Rio Vista and, after her family moved to Isleton, Beaver Union School. Her father and mother, Franklin and Sarah Harvie, immigrated to Rio Vista from Canada. After farming a few years the family moved to Isleton where Mr. Harvie opened an auto repair shop. Jean graduated from Rio Vista High School and then earned her teaching degree from San Francisco State College. At the age of 20, she started her teaching career at the Walnut Grove Elementary School. For the next 43 years, Jean's history and the Walnut Grove school's history ran parallel.

The Walnut Grove Elementary School District was created in 1860 and the first school built on land donated by John Sharp, founder of Walnut Grove. (Previously Mrs. Sophia Sharp had a school in her parlor for her children and neighbor children.) The first public school was located on what today is Market Street and roughly behind the garage and theater. In 1905 a new school was built on the Georgianna Slough Levee on land donated by the Sharps. The old school became the "Oriental School." In 1926 the "Brick School," an architectural gem designed by renowned school architect W.H. Weeks, was built on the back of the Georgianna Slough Levee. The old (now yellow) school was moved away from the levee and used as a center for the Boy Scouts and other community agencies.

Jean's first job, in 1928, was to teach the Walnut Grove first and second grades. In 1938 she became principal and guided the school district through many challenges. During World War II there was a lot of reorganization as the student population dropped from 334 to 193. The "Brick" school was used until 1943 when the Japanese were relocated and the entire school population was moved "out back" to the new and larger "Oriental" school. The "Brick" school subsequently served as a community center during World War II. During the war Jean "coached" basketball, football, and baseball at the school. "Brick" school was used for the primary (1-3) grades. In 1952 she was named superintendent of the district. In 1953 a kindergarten was established at the "Brick" school.

Throughout Jean's career, music was an important part of the curriculum. Many Walnut Grove Elementary School Bands won competition in Junior High School events in San Jose. The Annual

Show in Walnut Grove involved everyone and was a highlight of the school year.

One of the most difficult periods was "unification" during which eight school districts were molded into one. On July 1, 1967, after over 100 years as an independent district, Walnut Grove Elementary School became part of the River Delta Unified School District. Jean remained on the job another four years until things smoothed out. When she retired, there was a very large and loud farewell celebration—the equal of any in the Delta, which is famous for its parties. The community felt that "Miss Harvie" had given the children a good education, musical experience, and discipline: a very good beginning indeed!

After retiring from the school system Jean pursued many of the things she had enjoyed earlier as well as some new activities. She traveled, played golf, watched birds, directed music for her church, gardened, tended to friends and neighbors, and continued to contribute to her community—the heart of the Delta from Walnut Grove through Isleton to Rio Vista. In 1971 the "Brick" school was named for Jean Harvie and later (after unification) Sacramento County turned it into the Jean Harvie Senior and Community Center.

In 1976 Jean gathered community leaders from Freeport to Collinsville for a workshop on local history. The workshop included speakers, luncheon and an historical exhibit. From this meeting came the bylaws and officers of the Sacramento River Delta Historical Society, which then led to the creation of the Dai Loy Museum in Locke (the grand opening was unforgettable) and the Historical Resource Center in Walnut Grove. Jean did not do this alone but she gave it energy. She wrote a book, The Dai Loy Gambling House. It was not unusual to find Jean demonstrating her skill at the Chinese gambling games during her shift at the Museum.

Jean's most recent endeavors included working in the Sacramento River Delta Historical Society Resource Center, collecting funds and support for the Isleton Library, singing in and directing her church choir, playing the organ for church, and supporting the Christian Interfaith Aid. In addition to her work in the Sacramento River Delta Historical Society Resource Center, Jean had an extensive collection of historical notes and papers on the history of Isleton. Shirley Sherrill, Jean's pastor, said, "For all her professional achievements, Jean will be equally remembered for her artistic talents and her humanitarian gifts, of which she gave so freely and to which she dedicated the last years of her life."

(See JEAN HARVIE, page 4)

## GRAND ISLAND II

To continue our island series, we move to the "lower" part of Grand Island. Perhaps some terminology about islands is in order since we hope to continue through the rest of the islands of the Sacramento River Delta. The "top" of the island is the part the river reaches first. The "bottom" of the island is then the part the river passes last. Sometimes "upper" and "lower" or "head" and "foot" are used instead of top and bottom. The "front" of the island is the side on which the river flows. The "back" is the opposite of the front— usually on a slough. We refuse to determine the front or back of Sherman Island. At any rate, we are starting lower Grand Island at the Howard Landing Road.

Grand Island, whose reclamation had commenced in 1850, was flooded in 1878 and several times thereafter, but did not succumb to the 1907 deluge. Efforts to protect the island and flooding left Beaver Lake in the low middle of the Island and Beaver Slough dribbling in from near Ryde to the lake. A wing dam was built opposite Baldwin Beach (Koket) to deflect swollen river waters.

The Grand Island Reclamation District, No. 3, was created by the Swampland Commission in 1861. There was a "District Pump" at Ryde and across the Island near the Gwerder property at Walker Landing. These functioned in concert with the District Canal. In 1893, a dredger, Grand Island #1, was built. The Grand Island Dredging Company built and operated the Grand Island #2 (1908) and Grand Island #3 (1915) side-draft clamshell dredgers. The Reclamation District formed a partnership with J. William Hollenbeck, who managed the profits with the District. The dredger, Grand Island #2, burned in 1914 while at work on a downstream portion piling sand for a new grade. "Captain" Hollenbeck continued in partnership with the district with Grand Island #3 built in 1915 until dissolution of the partnership in 1916. Although the district was a major partner, it had difficulty gaining access to the records. The Grand Island District subsequently formed a two-year profit-sharing agreement with the trustees of Ryer Island. Today (1994) it is the oldest active Reclamation District in the state. The Grand Island #3 dredger burned in 1917.

There was a small settlement on the back of Grand Island where Walker Landing was located on Steamboat Slough. Children there attended the Ryer Island School until 1910 when the Walker School opened. Enrollment at the school was around 20 until 1921 when Beaver Union School was created. In 1890 a Swiss farmer, Joseph Gwerder, settled in this area and established a dairy. The Gwerder family still farms on Grand Island. The first saloon run by the Giusti brothers was located in this area, too. A slough from Ryde to Shelly's was called Hogback, which probably explains the name of the recreation area run by the state and located near Walker Landing.

Another gathering place was located near the Howard Landing Ferry. There was a grocery store there lately run by the Carli family.

Across the island, by the Sacramento River, a larger community flourished. The land was owned by "General" Thomas Williams, a former California Attorney General and lawyer with the Comstock Mining

group. With his business partner, David Bixler, he owned over 17,000 acres in the center of lower Grand Island. Some of his neighbors considered him to be divergent in his Reclamation contracts and he bickered with them from the grave as his estate was ordered to oppose levee building in that area for five years. In 1891, the 40 acres on which Ryde was located was sold to William Kesner, who operated the store and saloon. The name Ryde was adopted in 1893 when a post office was established. "General" Williams' son suggested the name because it was the birthplace of his father on the Isle of Wight, England. He claimed the name was apt because they were both "watering places."

In 1994 the town of Ryde includes the hotel now known as the Grand Island Inn, which has been around in some form since its first mention in the flood of 1878, several old home sites (Miller, Giannetti, Kesner), the building originally the McAdams Hotel which housed the saloon and general store and later the post office, Jehovah's Witness Hall, and Art Gallery. Gone is the blacksmith shop and the General Store run for many years by Mansfield Brown. Patrons came from all over the island and included many old Grand Island names, Stuart, Thisby, Green, Kercheval, Kesner, Gwerder, Goldman, Hollenbeck, and their employees. The Post Office celebrated its 100th year in 1993.

In 1886 the Giusti Brothers moved across the Island and opened the original Ryde Saloon/Hotel in the Ryde area located south of the present structure. In 1926, the Giannetti family built the present structure, formerly the Ryde Hotel. In 1928 Herbert Hoover visited the hotel for a political rally and it is alleged that this was the first place he declared his candidacy for President of the United States. During Prohibition there was a "speakeasy" in the basement. The hotel became well known for its Italian dinners. The Giannetti family ran the Hotel for many years and during that time there was a wharf and next to the wharf a Chevron station. Imagine the surprise of the operator of the service station when one foggy morning on the way to work he saw his station floating down the river on the front of a barge which had run into it in the fog.

Joe Miller, a son-in-law of Mrs. Williams, who lived just below Ryde, donated land for the Catholic Church and the school. The school, Good Hope, was usually called the "Ryde" school because of its location. The Good Hope School District was formed in 1894. The District continued, with enrollment ranging from 9 to 53, until 1921 when the district joined the Walker Landing School District to form Beaver Union School District. The new school was located in the middle of the island near where Beaver Lake was formerly located.

Continuing down river from Ryde, there was a Libby McNeil Libby Cannery and nearby a store and Richfield Gas Station owned by Bill Morias and later sold to Tony Feveirro. Next to it there was a Pratt Lowe Cannery and on down further a pickle factory with a tunnel through the levee. The canneries came to the area in the 1800s or early 1900s to can asparagus, called "grass," and later canned pears. Libby's closed in the early 1930s and Pratt Lowe in the 1950s. The California Conservative Cucumber plant (CHB) started in 1923 and during the 1940s and 1950s it became Hunts. The plant

(See GRAND ISLAND II, Page 4)

**JEAN HARVIE (continued)**

The following letters from former students were printed in the local paper at the time of Jean Harvie's death.

Dear Editor,

Today I have been sadly informed of the passing of one of the Delta's finest educators of yesteryear, Jean Harvie. For year and years she ran one of the tightest ships in education as principal of the Walnut Grove School.

I was tremendously influenced by her teaching of music which began 42 years ago when she introduced me to the world of band music. We used to gather underneath the stage of the school gym for individual or small group lessons. It was there that my career in music began as she instilled into me the significance of a quintessential band sound. Jean Harvie was a master of her craft as she would take her young musical groups to music festivals and earn the highest of marks by adjudicators. She also played a big role in many Sacramento county honor bands.

Each year she would demonstrate her musical expertise as she would put on a musical extravaganza, a variety show which featured most of the entire school population. One such show that I remember most was "Captain Sperry's Riverboat." Sperry Dye, my dear grandfather, had been a riverboat captain on the Sacramento River in the late 1890s. She used his first-hand knowledge as a kind of history lesson for several classrooms as he was invited to talk to each room. The actual show included a minstrel show, a dixieland band and even a calliope along with dancers, singers, and instrumentalists.

For the past 31 years I have been teaching music to 1st through 12th graders and memories of Miss Harvie have and always will remain with me. I am certain that the Heavenly Choir is in good hands and is being finely tuned by this Grand Lady of the Delta.

Don Kruse  
Pleasanton

Dear Editor,

Agnes Jean Harvie, a woman of small stature and poor eyesight, was remembered at a memorial service last Wednesday for her gigantic influence and her clear vision of excellence.

Nobody called her by her full name. As former students rose at the Isleton Community Church to describe her profound impact on their lives she was "Miss Harvie," the 19-year-old first grade teacher in a navy blue sailor dress and dickey, who arrived straight out of college; "Miss Harvie," the fierce, vivid woman who shaped the futures of three generations of Walnut Grove students as teacher and principal.

Former students spoke of her fearlessness, her ferocious insistence on doing one's best. "She led the band with a drumstick," one man said. She played and taught every instrument. "She would stop the band right in the middle of a performance and make us do it over until we got it right... When that drumstick came down on your head or the bell of your horn..." One sensed that there were ears in the congregation that were still ringing.

Miss Harvie taught singing. "She said everybody could sing," said one man. "... she had a way, if you were singing flat, of curling a lock of your hair around her finger and pulling up..." The hymns at the memorial service had a decidedly nervous air about them.

"She'd say, 'I need four volunteers,'" one mother remembered, "'you, you, you and you.' And we all did what she told us to do because we knew she was right."

In retirement she was busier than ever. Isleton neighbors and friends spoke of her love of golf and of bird watching, her involvement in the church, the choir, the library, the schools. Miss Harvie would see something that needed doing, call a supervisor in Sacramento, pile a bunch of citizens into her car and drive up there. "Driving that levee road with Miss Harvie

was an experience, I can tell you," said one woman. And she wouldn't quit until she got done what needed to be done. "One of the supervisors had been her student, I guess," said a friend, "so he couldn't say no to her."

Finally a Fijian woman rose, a newcomer to the community, "Miss Harvie's last friend." She spoke of Jean Harvie's heart and her kindness. Miss Harvie had been one of the first to welcome the new Fijian family into the church, to help them transpose the hymns so that they could join in the singing at the church.

A final hymn was sung, a little raggedly. Some of us knew that if Miss Harvie had had her drumstick in her hand, she would have stopped us right there and made us start over. We stood up straighter, sang out, and did the best we could without her.

Sally Moser Small

It is difficult to capture Jean on paper. In her effects there was an advertisement for a motor scooter. Jean's coping with her impending driver's license renewal? Last Christmas she went to a tree lighting ceremony at the Isleton City Hall. When a neighbor asked about her early return home, Jean replied, "The arrangements were great but the darn fools forgot the tree lights."

**GRAND ISLAND II (continued)**

burned in 1967. Today that site is occupied by the Tunnel Trailer Park. The canneries had labor camps associated with them and a few of the small cottages can still be seen. Speaking of camps, during World War II there were German Prisoner of War camps located in the Ryde area.

Warren Boggle, a descendant of early upper Grand Island settlers, Berborg and Meyer, told of how the family farmed along the back of Grand Island until the early 1930s. He spoke of the horses giving way to tractors and trucks. He mentioned fruit orchards, pears, cherries, and peaches, and field crops, wheat, barley, corn, and beans. All these crops were shipped from the individual ranch landings to markets in San Francisco and Sacramento. Hay schooners plied Steamboat Slough and, according to Warren, seed companies financed some of the crops during the depression.

Dennis Leary, Sr., in his oral history, told about his father leaving the Navy after the Civil War. Dennis's father was in Vallejo and then went to the Black Diamond area around Antioch and later up the Sacramento River to the Talmadge ranch where he worked for several years. In the 1870s he worked a place of his own on Grand Island just below Walker Landing Road and later purchased the Ed Crofton place on the front of Grand Island across from Vorden. Dennis went to the Good Hope School and to Onisbo. He reported that the school lands at Good Hope, Onisbo, and Richland reverted to the donor families when the schools were discontinued.

Ed Shelly raised asparagus in the Howard Landing area. One year he flooded his land to eliminate centipedes. He did not drain the water before winter, and in the spring his asparagus was ready two weeks ahead of the rest of the crop. Reasoning that the water warmed up faster than the land when the sun hit it and the "grass" started growing earlier, Ed Shelly enjoyed several years of early market profits by flooding his fields for the winter.

(See GRAND ISLAND II, Page 5)

**NEIGHBORS**

(Note: Items for this column are adapted from the Historical Society Newsletters and Newspapers of the area.)

From the Elk Grove Hotel Register (the historical society newsletter) we learned that when Elk Grove Historian, Elizabeth Pinkerton, spoke at their meeting she outlined six stages of Elk Grove development: Miwok Tribes, in the 1800s; early Settlers, the Foulks; Cattle and Gold; Railroad and the Florin Community; Northern California Traction Line; Wilton, Sheldon and Franklin Communities; Modern Large Developments—Valley Hi and Rancho Murietta.

Rae House, 204 Oak Street, Galt, is open 1-4 the second and fourth Saturday of each month. John Rae, a Scottish immigrant, caught gold fever and tried his luck in the Mother Lode before settling in Galt. In 1868, he built his homestead which has become Galt's first museum. The house is a real treasure because Rae was an artist with molded plaster. He worked on the State Capitol, too! The house was occupied until 1985 when Rae's daughter moved to San Jose. A developer was planning to raze the house when the community rushed in. The local historical society launched a "Save the Rae House" campaign, and three years and \$56,000 later the interior has been restored, including the molded plaster ceilings. All the windows and doorknobs have been replaced with period pieces. A mantlepice has replaced the black marble fireplace. A pipe organ in the parlor was donated by former Galt resident Amanda Blake, also known as Miss Kitty from "Gunsmoke." Two parlors, a small bedroom, and the kitchen have been restored. The upstairs is used for storage. The house and grounds have been restored to the 1890s—complete with a rose garden and picket fence.

Our friends of the Rio Vista Museum Association have had a busy year. They have been working in their new addition, discovering new treasures and incorporating new items. Be sure to visit them at 16 N. Front Street. They are open Saturday and Sunday from 1:30 to 4:30.

(Developed from River News Herald news pieces.)

A coalition of public and private partners met April 25, 1994, to formally recognize the restoration of a portion of the Yolo Basin Wetlands. Under terms of the agreement, about 2,500 acres of seasonal and permanent wetlands within the 3,500-acre project will be restored by the U.S. Army Corps of Engineers. On completion in late 1995 the area will be designated Yolo By-Pass Wildlife Area and managed by the California Department of Fish and Game. The area is made up by the Putah Creek Sink Unit and the Yolo Causeway Unit. These complement private storage which currently provides wetland habitat for migrating water fowl. The restoration is a primary goal of the Central Valley Habitat Joint Venture of the North American Waterfowl Management Plan, an international treaty signed by the United States, Canada, and Mexico. "The revitalized wildlife area is certain to place Yolo County on the Pacific Flyway must-see list for thousands of migrating waterfowl."

**GRAND ISLAND II (continued)**

Many of the farmers in the Ryde area came from Portugal. Joe Miller was from the Azores and there are many Portuguese descendants farming in the area today—Cunha, Patrick, Bettencourt, Souza, and Rogers to name only a few.

The lower end of Grand Island is oriented toward Isleton. When Isleton organized its school system it was limited on the east by Georgianna District and on the west by the Brannan Island District, and so Isleton crossed the river and included Grand Island below Ryde. The "triangle" Ferry connected Rio Vista to the point of Brannan Island to the foot of Grand Island. In the early 20th century there was another ferry, painted red, which connected Grand Island with Rio Vista. Bill Barry once said that was the route their family used. Additionally, Mrs. Barry used to travel to Ryde to shop rather than ride the ferry across the river to Walnut Grove. The Grand Island farmers used a ferry to get to Isleton until the Isleton Bridge was built in 1928. The "old" Isleton Ferry, handcranked by George Fisher and Sam Dorsey, operated day and night to Grand Island except during high water. At the lower edge of Grand Island is an area known as Long Island, a narrow strip of land in the Sacramento River which provides residences for people who work in the area and is a popular vacation retreat for others.

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**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 ..... \$6.00
- Family ..... \$12.00
- Sustaining ..... \$20.00
- Patron ..... \$50.00
- Life ..... \$150.00

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Make check payable to:  
SACRAMENTO RIVER DELTA HISTORICAL SOCIETY (SRDHS)  
P.O. Box 293, Walnut Grove, CA 95690

PS

**BOOKS OF INTEREST**

**CATERPILLAR.** Randy Leffing. A complete history of Caterpillar tractor. Farm Tractors, Bulldozers and Heavy Machinery. 1994 Motor Books Int., P.O. Box 2, Osceola, WI 54020. \$30.

**HENRY MAYO NEWHALL AND HIS TIMES.** Andrew Rolle.

**HENRY E. HUNTINGTON AND THE CREATION OF SOUTHERN CALIFORNIA.** William B. Fredericks.

**THOMAS G. LARKIN:** A life of patriotism and profit in old California. Harlan Hague and David J. Jangom.

**STOPPING JUNE:** A rephotographic survey of Lake Tahoe. Peter Goin.

**FLOODING THE COURTROOMS, LAW AND WATER IN THE FAR WEST.** (Miller Lux). M. Catherine Miller.

**THE DAWN OF THE WORLD:** Myths and Tales of the Miwok. G. Hart Merriam.

**THE DESTRUCTION OF THE CALIFORNIA INDIANS.** Robert Heizer.

**PRIME SOURCES OF CALIFORNIA AND NEVADA LOCAL HISTORY 1850-1906.** Richard Quebebeaux.

**INDIANS AND INTRUDERS IN CENTRAL CALIFORNIA 1769-1849.** George H. Phillips.

**BADGE AND BUCKSHOT:** Lawlessness in old California. John Bossenecker.

**THE FINAL VOYAGE OF THE CENTRAL AMERICAS.** Norman E. Klare.

**SOUTHERN CALIFORNIA'S FIRST FAMILY:** The Doheny's of Los Angeles. Francis J. Weber.

**CHINATOWN, SAN JOSE USA.** Connie Young Yo.

**TO DO**

**FOLSOM.** Folsom History Museum, 823 Sutter Street. 11-4 Wednesday-Sunday. Currier and Ives "Color Engravings for the People" until January 19.

**WITTER RANCH** now available by appointment. Write or call Witter Ranch, 3480 Witter Way, Sacramento, CA 95834 (916) 927-4116 or call Leonard Souza.

**COSUMNES RIVER PRESERVE.** Twin Cities Road to Franklin Boulevard, south on Franklin for one mile past Desmond Road. Will Slough trailhead is located on your left 1/2 mile past Desmond Road. The office, with historical exhibits, is in a barn located off Desmond Road.

The Discovery Museum has Sacramento History and Science exhibits. A new Irwin exhibit featuring the Irwin Meteor Plane and, in February, an exhibit on the Dunlap Restaurant. Makes your mouth water. Later in the spring, The History of Electricity, as we approach the 100th year of electricity flowing from Folsom to Sacramento. 101 I Street.

The Railroad Museum is always fun.

The **CITY CEMETERY** will offer tours on January 14 and 15 at 10:00 am.

The Folsom Powerhouse Centennial Celebration will start in June, although the **BIG** day is Thursday, July 13. 10am to 2pm on the Powerhouse Grounds.

Not to forget the Rio Vista Rail Museum. About the third week in April those vernal pools in the Jepson Prairie should be beautiful.

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P6