

Sacramento River Delta Historical Society NEWSLETTER

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

— Walt Whitman

NEWSLETTER

Vol. 19, No. 1

JUNE 1999

SOCIETY NOTES

The annual potluck dinner resumed its usual success. Fran Bates was elected President, C.J. Jensen, Vice-President; Maryn Whitney, Recording Secretary; Carol Watson, Corresponding Secretary; Joann Carr, Treasurer; and Terry Alchorn, Past President. Directors elected were Cathy Hemly, Tom Herzog, Robert James, Leonard Souza, and Gene Wiseman. Marshall Pylman and Jim Tracey remain on the board. Terry Alchorn asked anyone with pictures of the Amick-Sol Runyon home to please contact him as they are still researching the historic mansion. We must mention what a splendid job Terry has done as our President for the last two years. Thank you are in order to Fran Bates who chaired the dinner this year and her helpers, Lillian and Leonard Souza, Jerry and Robert James, Mary Fulster, Jim Dahlberg and crew, Terry and Jayne Alchorn, Tom Herzog, Jim Bates, Yvonne and Marshall Pylman, Mrs. Oda, Clarise and Art Jonson, and Joanne Wiseman. Also all the wonderful attendees who cook such good food. The Bogle Winery provided delightful dinner beverages and Chris Alling and Patty Bogle presented a great program. (See *JANUARY MEETING*, page 2.)

We have had to develop a more strict policy on the use of our Resource Center. It doesn't look like its in order but it is and when we return it is reordered. Very frustrating! Almost anything can be borrowed but it must be signed out — leave your name, address, and telephone number with whoever checks you out. The Center is usually open 10 am - 12 noon the first Tuesday of the month. Terry Alchorn (775-1124) and Fran Bates (776-1012) are the only people to authorize use of the room — give them a call if you want to browse.

The Resource Center will be open 10 am - 12 noon the **SECOND** Tuesday of July and August.

The March meeting was well attended. Ed Turner related stories of the Talmadge family and their ranch house. We are very grateful to Terry and Jayne Alchorn for organizing a wonderful evening. (See *TALMADGE (TURNER) HOUSE*, page 2.)

The on again-off again Pear Fair is on Sunday, July 25, 1999. Call Tom Herzog (775-1479) if you can work — setting up or on the day of the exhibit.

(continued page 6)

SESQUICENTENNIAL

We continue our sesquicentennial column of descriptions of what was going on in the Delta in the years 1848-50. There were not many names on the land until 1850. It is told that Ezekial Merritt was living on Sutter Island in 1846 when he was called to help Captain Fremont in the Bear Flag Revolt.

The Miowok Indians historically occupied some land near Rio Vista, at Jackson Slough near Isleton, eastern Staten Island, Walnut Grove, Pierson District, Upper Ryer Island, Holland Tract near confluence of Sutter and Elk Sloughs, above Hood near the Snook Ranch, Netherlands Road and Jefferson Boulevard near Clarksburg, the Beach Ranch and along the Sacramento River in the Lisbon District. By the time of the White settlement there was a group near the foot of Merritt Island and at Onisbo. Various diseases wiped out almost 90% of the Indian population. In 1870 the last village (rancheria) was located near Elk Grove. (From *John Thompson*)

From a brochure about the "Globe" we find that she was a tiny 92-foot brig built in Maine in 1833. In 1849, she sailed around the horn and arrived in San Francisco. An interesting note — in that year 764 vessels cleared North American ports for San Francisco and Sacramento. Needless to say, to arrive in Sacramento they had to come through the Delta — that's a lot of traffic. In 1850, the *Globe* moved to Sacramento and was converted to a storeship. In May 1999 in Old Sacramento a replica of the *Globe* burned and will probably not be replaced.

On page 49 of "The Sacramento River," a young people's book by Oscar Lewis, we find "... Of the tens of thousands who reached California during the gold rush, the great majority came by water. By the summer of 1850, more than two hundred ships rode idly at anchor in San Francisco Bay, deserted alike by passengers and crews.

"San Francisco, however, was not the end of their journey. For to reach the mines they must cross several hundred miles of uninhabited country, most of it without roads of any kind. Because the quickest and easiest means of travel to and from the interior had long been by water, all but a few of the argonauts chose to go by that route. Crowded into open-deck launches, ships' lifeboats, or whatever else was available, they crossed San Francisco, San Pablo and Suisun Bays, entered the Sacramento or San Joaquin River, and continued upstream to one or another of the landings that served as 'jumping-off places' on the route to the mines. There they disembarked and some afoot and others on mule back, crossed the floor of the valley to the eastern foothills.

(continued page 6)



PEAR FAIR

JULY 25, 1999 • COURTLAND, CA

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JANUARY MEETING

Patty Bogle explained that James Bogle of Ohio was of Scot ancestry and that his relative Andrew Jackson Bogle served in the Civil War before he came to California and brought with him his nephew, Samuel. Andrew Jackson Bogle was farming on Grand Island in 1877. Samuel married Ann Meyers and lived on Sutter Island (across Steamboat Slough from the Grand Island Ranch) where Meyers had given them 79 acres. Eventually they farmed on Sutter Island and Grand Island along Steamboat Slough. They had two children, Vernon and Murial. Vernon was given 40 acres on Sutter Island and Murial received 40 acres. Vernon married Frances Shambau and their children were named Warren, Murial, and Lois. In the early 1930s when Warren was about 6 years old, the family, along with the rest of the local farmers, went broke. Survival was very difficult but they survived on Sutter Island until Warren graduated from Courtland High School and the family moved to the back of Merritt Island where they leased land and farmed. Warren finished the two-year program at U.C. Davis and continued to farm with the family. They began to buy land and continued to lease land. While Warren was in the Navy he met and married his wife Frances who was from Southern California — a Pomona College graduate and a librarian. Warren's well-known mother was a garden club succulent expert and Warren and his wife Fran were both history and preservation enthusiasts. Fran combined her librarian's technical skills of organization and attention to detail with Warren's hard-working farming expertise. In the 1960s corn was the big crop. In 1968 they planted their first grapes and in 1970 Chenin Blanc. Patty and Chris Bogle were married in 1973, their last year at Lewis and Clark College in Oregon. Patty then moved to Warren and Fran's Delta where she planted and grafted grapes and raised Bogles. (Patty introduced her father and finally explained to him why they had delayed their marriage, so that he could pay those last two years of tuition.) Chris was a history major in college but farmed anyway. His older brother Jeff is a businessman.

1974 saw the first mechanical harvester and in 1975 they tried for a winery but were turned down. In 1979, the family got permission for a winery and Paul Lorenzi designed their first label which pictured a pheasant. That same year they shipped 4000 cases of wine. In 1989, Warren died. He had raised a garden every year since the depression. Chris took over and expanded and Bill Schauer of Walnut Grove supplied a lot of building. Chris Alling, who has worn many different hats in her six years at the Bogle Winery, explained how the business was run from Patty's home office in 1993 and gradually took over the house until they finally built an office building. Before he died in 1997, Chris was able to achieve his dream of farming 1000 acres. His wife Patty is in charge of the winery and his son Warren harvests the vineyards. In 1997, a tasting room was opened. The barrels are shaved and used repeatedly. A touch of Scotch frugality? In 1998, they shipped 140,000 cases. They ship to 46 states, Canada and Switzerland. They produce seven wines, three whites, Chardonnay, Chenin Blanc, and Sauvignon Blanc; and four reds, Merlot, Cabernet, Petite Sirah and Zinfandel. 1999 is their 20th anniversary year. They enjoy living in the Delta and invite everyone to the tasting room on the back of Merritt Island.



BOGLE
VINEYARDS

1993

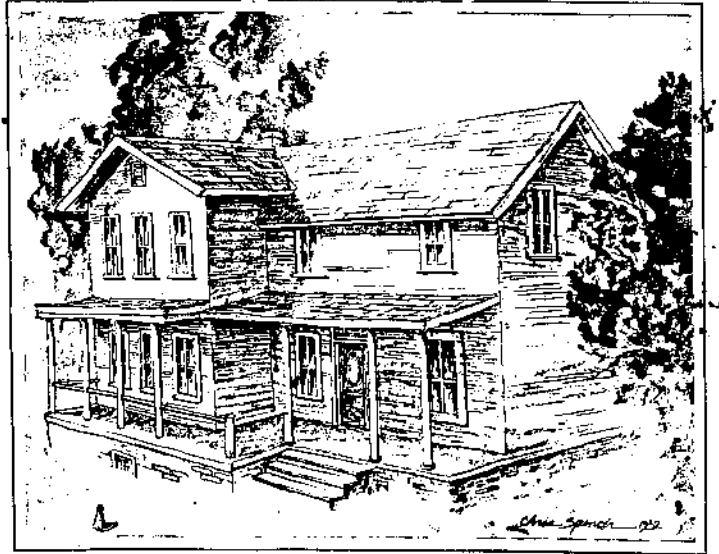
CALIFORNIA

CHARDONNAY

PRODUCED AND BOTTLED BY BOGLE VINEYARDS
CLARKSBURG, CA CONTAINS SULFITES ALC 13.2% BY VOL

TALMADGE (TURNER) HOUSE

Our March meeting was a great success, well attended, and entertaining. Edgar Turner told of the deeds and exploits of the Talmadge family in the Delta.



(A view of the Talmadge house from the Smith mansion across the river.)

Talmadges came to the United States from England in 1630. In 1853 Charles Talmadge moved his family, Charles, Margery and baby Mary Jane (Minnie) to California first by boat from Lockport, Illinois to St. Louis and then by horse train the rest of the way. Charles bought land near Roseville and by 1858 he had purchased 130 acres in the "Courtland Tract" (Runyon Island-Pierson District) on the Sacramento River near Vorden. He built a house of redwood and lived the rest of his life on the "Vorden" ranch. He had six children, purchased land on Sutter Island, and was a prosperous fruit grower. There were also family ranches near Isleton. In 1891 Margery died and Minnie came home from a teaching job near Ukiah to run the house for her father. Anna, the youngest child, was teaching at home and later married Edgar D. Turner. Charles had a reputation as an imbibor, claiming U.S. Grant as a drinking buddy. In spite of some marvelous stories, he was usually a responsible and reliable citizen. Charles, active all his life, died in 1914 at 91. Minnie inherited the ranch. Anna and Edgar Turner moved to the ranch and took care of Minnie until her death in 1947. Throughout the years the family worked and socialized with their early neighbors, the Runyons, Learys, and Smiths. After Edgar and Anna's deaths, Edgar D. Turner, Jr., inherited the ranch. It had been farmed by Lincoln Chan since the early 30s when Edgar Sr. gave up farming.

The house had been unoccupied for 25 years in 1978 when Edgar D. Turner III and his wife Alice began to restore it. It had been vandalized, marble fireplace removed, and the only salvageable item was an 1876 Chickering Piano. The house was built in two sections, one along the river and one at a right angle. It was a challenge to level the two parts. Edgar had the same advice our other house speakers gave about rebuilding — DON'T. However, in spite of the many unforeseen adventures most of them have enjoyed living in the finished product. He said the lath and plaster remains filled many dumpsters. Over 100 years old the redwood house had no sign of dry rot — a testimonial to redwood. The downstairs floors are now hardwood in contrast to the carpet, newspapers, and soft wood used previously. The newspapers created a work stoppage as the 1898 news was read. Cedar was used in replacing needed sections in the remodeling. Some of the smaller rooms have been made into one larger room but the house closely follows its original configuration. There was a shed, thought to be a closet, that turned out to be an elegant "three holer," one a child seat. This is now a garage.

Lincoln Chan spoke briefly on the relationship between one of the early Turners and Lincoln's father who visited each Sunday in Courtland. There was something about roasted pigtales disappearing. The Talmadge family is very large with family members residing in Roseville, Santa Rosa, San Francisco, and San Jose.

RICHLAND RECLAMATION DISTRICT

by Kathleen Graham Hutchinson

Richland is bordered on the south by Snodgrass Slough, on the west by the Sacramento River, in the east by what is known today as the Stone Lake Wildlife Refuge. The district is carved out of the back swamp on the west edge of the Sacramento Basin. The railroad levee which forms the eastern edge of the district today and the cut from which the earth for the levee was excavated is known as Snodgrass Slough although it is not an historic part of the slough.

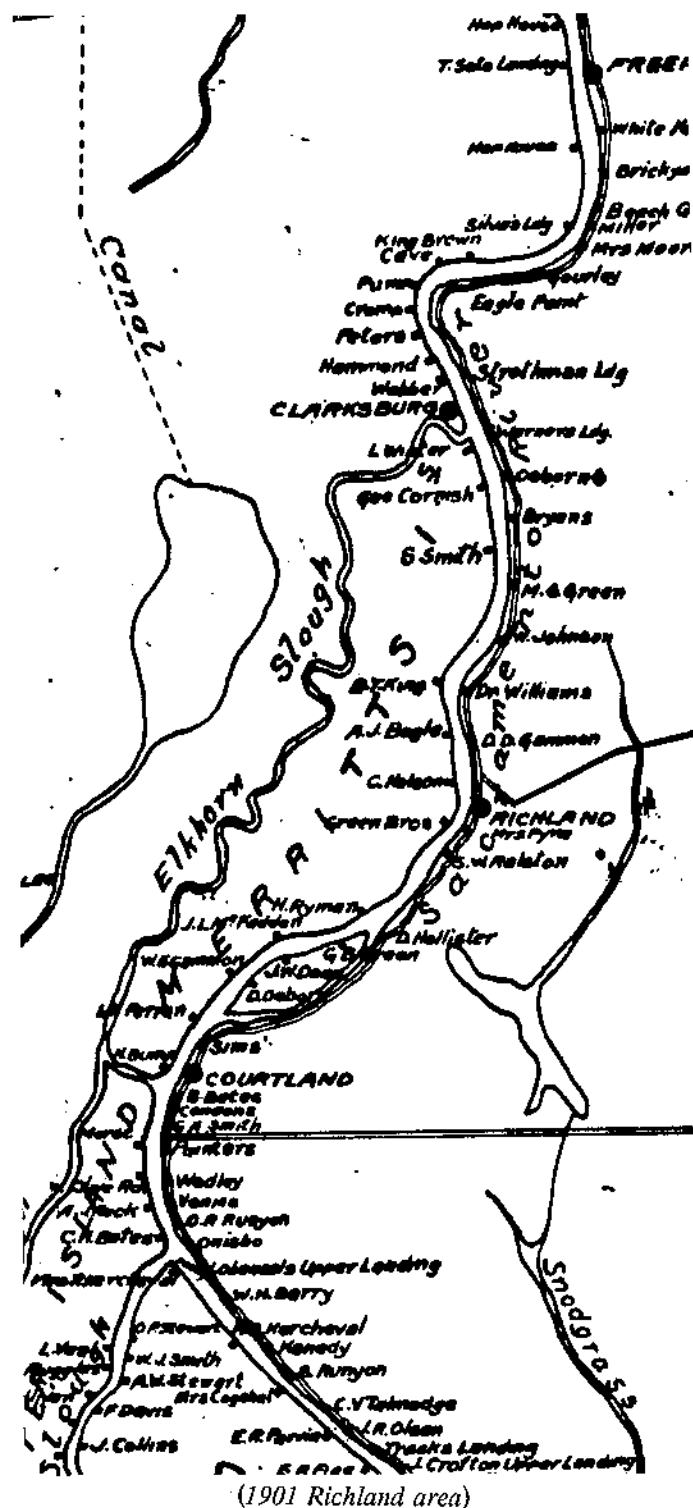
Reclamation began in the early 1860s contemporaneously with that in other early Delta Districts. The area likewise suffered the same cycles of floods. In February 1878 "most of the area southward to Randall Island was either flooded or water logged... Every village between Freeport and Collinsville was awash or more or less abandoned by February 24th and 25th... Families and scores of Chinese males crowded onto mired and disappearing levees with personal effects, tools and implements, cattle, horses, and mules... (and no) feed for livestock." Early reclamation districts were 744, 745, 746, and 813. As throughout the Delta, alluvial rims of the back swamp attracted early settlement.

The oldest settlement in the area was on a mound in the great back swamp and known as "Mound Farm." It is about half a mile east of the river along what today is the Hood-Franklin Road. William Henry Harrison Bloom from Lee County, Iowa established his farm in 1853. His wife was Delilah Dye, the sister of the notorious Sacramento County Supervisor Troy Dye and of John and Sperry Dye who lived at Walnut Grove. (Her daughter Adaline married Solomon Runyon of Onisbo). After Bloom settled, the back swamp around his farm was called Bloom Lake (today Stone Lake). In 1856 and 1857 James Whitcomb farmed in the nearby area as did Dr. Nathaniel Williams. Williams served as Justice of the Peace in 1856/57, supervisor in 1862, and was appointed Postmaster in 1880.

The most notable "upstream" settler in what became the Richland District was William Johnston. His "Rancho Rosebud" was a mile up river from today's town of Hood. Johnston came from near Pittsburgh, Pennsylvania bent on acquiring a fortune gold mining but instead became a prosperous north Delta farmer on land he reclaimed in the 1860s. He built his italianate house "Rosebud," raised Jersey cows and trotting horses, and was President of the Grange Cooperative Business Association, Director and Vice President of the Peoples Savings Bank (Sacramento), State Senator and President Pro-Tempore of the State Senate 1880-81, and appointed to the State Board of Equalization in 1883.

Other early settlers were David Tileston Lufkin and his son Harry Tileston Lufkin (from Maine) who in October 1856 settled into the "brick house midway between Richland and Freeport." The house was built by David Tileston Lufkin who locally manufactured the bricks. Harry, after making a fortune (among his ventures he built the first public hall in Walnut Grove—it still stands), invested his fortune in rock crushing equipment during the 1870 gold boomlet and went broke. Also "upstream" was the Snook family (Snook is a contraction of seven oaks) at the "Buckeye" Ranch, the Scribners at "Eagle Point," Osburn at "Diamond O" (landing 132), and Isaac Bryan at landing 130, just upstream of "Rosebud." Bryan owned 26 acres on which he built a gabled two-story house surrounded by a verandah. The first floor showed four floor-length shuttered windows. Bryan was a Richland School trustee in 1880. His son Ed was a stage driver and was held up by a highwayman near "Rosebud" on September 5, 1902. "At about 8 p.m. a masked man shouted the order "hands up" which brought Ed Bryan's four-horse stage to a halt near Senator Johnston's "Rosebud Farms" about five miles above Courtland. The passengers were Mr. and Mrs. Henry Isham of Courtland—he was the butcher—and Joe Fisher, who owned the saloon on the wharf at Courtland. At the robber's command each surrendered his money, \$15 from Fisher, \$4 from Bryan. Fisher, as soon as he gave up his money, found a piece of metal plate to protect himself from bullets and Isham engaged the robber attempting to wrest his pistol. Fisher then dropped the plate and ran for a wooden club to beat the robber. In the meantime Isham lost his

advantage and the robber disengaged and ran in the dusk to the heavy thicket along the levee road. Darkness prevented further search and the robber escaped."



Downstream of today's Hood-Franklin Road Ernest Gammam built a large italianate house "Bonnie Brae" which overlooked the river. Farther downstream Dwight Hollister settled at the confluence of the Sacramento River, Snodgrass and Hensley Sloughs. At the east of his property was the back swamp and that portion was called "Hollister Lake." Hollister was born in Connecticut and came to California from Ohio. He returned to Ohio to marry and in 1857 returned to the Delta and bought a 600-acre ranch which he devoted to dairying and fruit raising. He built a showplace Second Empire house overlooking the river. His daughter Blanch married the well-known San Francisco sculptor Haig Patigian. Among other early settlers was the Ralston family, just upstream of the Hollister ranch. Adjacent to the Hollister Ranch, Charles Bunnell (he presided over the local judicial district centered at Courtland) owned 200 acres.

The ferry Mary Ann connected the upper Richland District with Merritt Island. She was a dual paddlewheel free-floating ferry and it was long remembered when one wheel stopped and she corkscrewed down river until crashing on the Merritt Island bank. Known as the "Clarksburg Ferry" the Richland District slip was at Eaglepoint.

RICHLAND RECLAMATION DISTRICT (continued)

Richland quickly developed as a grain shipping point. The settlement was reported by "Thompson and West" to have been established in 1860. For years there was a school, a Methodist Church and a warehouse. Richland Post Office was gone by 1888. Methodist-Episcopal church services were held in the school house; the Rev. J.A. Bruner officiated. In 1880 the Rev. I.J. Ross was pastor. Ross lived and farmed one and a half miles from the post office. He built a gabled two-story five-bay home with rusticated exterior.

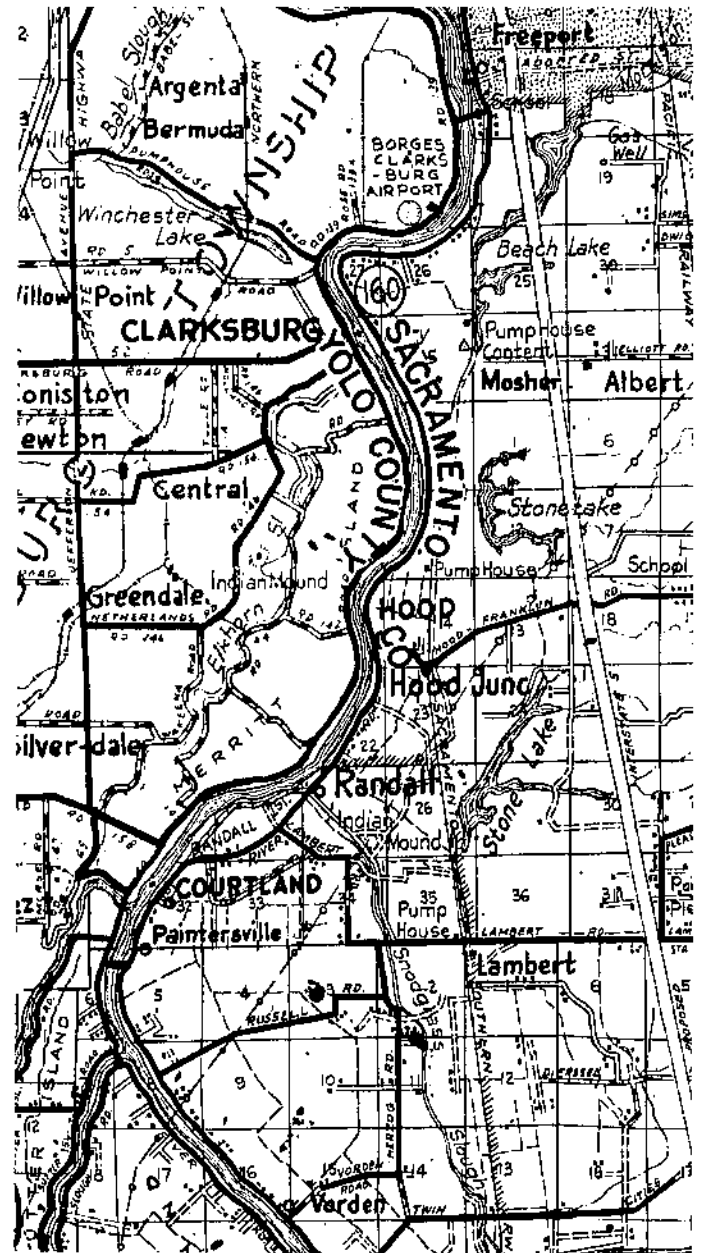
In 1855 the first school was located on David T. Lufkin's ranch located 10.5 miles south of Sacramento on the river just below Freeport. The Sacramento County Board of Supervisors records show: "11/22/55 The petition of D. Lufkin, John G. Allmond, et al. praying for the establishment of a school district in Sutter Township comprising that portion of the township lying and being between the Sacramento River on the west and above the line of Georgiana Township when the Board being fully advised in the premises that the convenience of the public require the establishing of said district. It is therefore ordered that the prayer of the petitioners be granted and said district be established as prayed for in said petition." As was common in the early days districts were named for the Township so this district was listed as Franklin #1 Eaglepoint in the 1857 county school ledger. (Franklin Township was created in 1856, from Sutter Township.) Both Onisbo and Richland Districts were later carved off the southern end of the original grant. Freeport took some and then all the remainder. The Eaglepoint School operated as a primary school from 1857 to 1871. In 1864 there were 28 pupils and seven months of school. Mr. Lufkin was Clerk of the Board and possibly taught. Eaglepoint consolidated with Yolo County schools for 1869 but attendance fell to 2. Attendance was 4 pupils by 1871 when Lufkin appears as Clerk of the Freeport School and Eaglepoint disappeared. Perhaps it was only a name change, but the schools were consolidated and only the Freeport School District continued.

The Richland School was "north" of town near the ferry. Records show a Richland School District in Sacramento County in 1861. In 1863 there were two teachers, Dennis and Tum. The trustee was Dwight Hollister. In 1864 there were sixty pupils and school was held for 8.25 months. Clerks of the Sacramento Richland District from 1866 to 1876 included R.B. Snyder and State Senator William Johnston, both with Richland addresses. In 1871 the school was located in the town of Richland. At a later date, E.A. Gammon gave land for a schoolhouse located 3/4 mile down river from town. From 1868 to 1883 the number of pupils varied from 25 to 40. P.B. Green of a Courtland address became clerk in 1877. Other clerks included Dr. W. Williams of Courtland in 1883, E.A. Gammon 1898, Thomas Stephenson 1903, and M.P. Barnes. In 1887 school enrollment was 11, the lowest of the entire 60 years of the District's existence. Enrollment was 20-30 for the next ten years and then 12-20 until 1911. In 1912 school enrollment almost doubled as the Southern Pacific Railroad arrived. Enrollment remained above 25 until 1918. Teachers who taught in the Richland District included Mary Campbell who in 1885 had Herzogs and Bunnells in her class. In 1893 Rosalie Inghs, Bertie Groth, and Mary Davis taught students that came from Franklin, Richland, Courtland, and Freeport addresses. Della Atkins and Mable Holmes of Clarksburg taught in the Richland District in 1909. Upper Merritt Island residents across the river used both the post office and the school. An early map shows the "town" situated near today's Simpson Ranch.

During the last 20 years of the 19th century, social life in the district focused on Franklin to the east. (Franklin was founded in 1853/53). Richland District residents belonged to the Franklin Grange established in 1880 and whole families from the district attended the dances at the Grange Hall (Franklin Hall). Dances were held until midnight after which upstairs a midnight supper was held, "all you can eat for 50 cents." Franklin School was opened in 1876 as a "high school" which offered a one-year baccalaureate. In 1878 it was converted to a grammar school. In Franklin Cemetery rest a number of upper Deltans, among them Troy and John Dye.

Seed farms were prominent in the district. The Wheeler Seed Company was near landing 130 and 132, and adjacent to the Gammon property were the Morse Seed Farm and the Friend and Terry Seed Farm. Friend and Terry was managed by Yolo County native Madison Pocklington Barnes, who became the co-developer of Hood.

Dairymen from the German Evangelical community Point Pleasant (founded 1892 and known as "Dutch (Deutsch) Flat" to other Deltans) rowed across the back swamp during winter floods to Richland every morning to ship their milk to Sacramento by riverboat.



(circa 1920)

Hood was the last Delta town settled. In 1909 the Southern Pacific Transportation Company approached Madison Barnes with the proposal to establish a town at what was once Richland Post Office. The town was to complement an envisioned mainline, "The Netherlands Route," from Sacramento to San Francisco. The route was the brainchild of Edward Harriman. (He was the father of the New York Governor and diplomat Averill Harriman.) Harriman owned a number of railroads, beginning with the Illinois Central and among them the Southern Pacific, which he acquired after the demise of the "Big Four." Barnes, with his partner William Chapman, bought the orchard acreage from the Johnston estate (M. Bella Johnston, Miss Carrie Johnston, and Mary Johnston Edinger in 1909) and open land which became the town site of Hood. The most notable residence at the site was owned by State Senator William Johnston's daughter, Miss Carrie E. Johnston. Her house still stands on the upstream edge of Hood across the levee from the ferryman's house. Chosen because it had never flooded, the proposed town site was not in a reclamation district and required only a short spur line to the proposed mainline. Shipping was expected to come to Hood as a matter of convenience and economy and other businesses were expected to follow.

RICHLAND RECLAMATION DISTRICT (continued)

Additionally, the new mainline was expected to realize potential car loadings along the route. The town was named for the Chief Construction Engineer for the Southern Pacific Railroad, William Hood. (Hood had figured prominently as the supervising engineer when track was laid on the Central Pacific portion of the overland route in 1865.) The Hood Investment Company was incorporated in 1909. The town site surveyed and platted in September. The lots were drawn and streets and right-of-ways established. The original owners of capital stock were F.W. Chapman, J.W.G. Shannon, Lester Hinsdale, Madison P. Barnes and his wife Adella Fisher Barnes, Homer E. Crabb, C.T. LaGrave, Mrs. L.J. Harlan, Donn L. Shields, J.M. Othet, Mrs. F.H. Martin, J.D. Coyle, Niles I. Fisher, N.P. Chipman and W.J. Husted. The ninety acres which comprised Hood were divided into ten streets parallel to the river: Front through Ninth Street and Wheeler Avenue. Front Street was on top of the levee. Second Street became the state highway. What became Alameda Street was originally an alley. Vertical to the river were Pekin (sic) Street intended for Chinese inhabitation (Blair Street today named after Robert Blair) and Main Street (Hood-Franklin Road today). Wheeler Avenue gave access to the proposed railroad depot. The railroad surveyed a 700-foot site for the depot next to the railroad levee. Ninth Street was next to and parallel to the railroad levee. Wheeler Avenue was abandoned by the county in 1918 as was Ninth Street. (Wheeler, a civil engineer with O'Gara, Wheeler and Fish in Sacramento, was the chief engineer on the project.) The Edinger Estate continued to mow hay on the undeveloped land. Excursion trains carried potential customers to the town site, lured by a brochure promoting the "New Netherlands" settlement of Hood. The surveyed lots were small. Among lot sales in 1910 were Frank S. Grey, Edward E. Bunnell, Lottie P. Heringer, Garrett M. Pylman, Harvey L. Pylman, Amos Pylman and Everett Smith.

The wharf (56 x 131 feet) was built with massive members to accommodate the anticipated commerce. One hundred nineteen additional feet were built and owned by the Southern Pacific. A double track spurred from the mainline (which became known as the "Sacramento-Southern Railway" or "Sacramento Short Line" and lastly the "Walnut Grove Branch Line") was heavily ballasted and laid with heavy rails to accommodate anticipated mainline traffic.

The Sacramento County Board of Supervisors voted to install a free ferry to encourage Merritt Island produce to be shipped through Hood. Two disasters of note overtook the ferry. During heavy fog, a ferryman fell overboard and drowned. And during the time the ferry was operated by tenders Bert Waterbury and Joe "Sprig" Lee, an attempt was made to quiet engine noise but the exhaust became too rich and exploded one-third of the deck. The ferry operated daily until 6 p.m.

In 1911, Mrs. Adella Fisher Barnes prevailed upon her husband to build a hotel. The hotel lasted, in one state or another, until the late 1950s when it burned to the ground. The Netherlands Hotel Company was capitalized for \$30 and established as a subsidiary of the Hood Improvement Company.

The stockholders were the same as for the HIC but with the addition of A.M. Usher. The hotel was built by Campbell-Turner Construction Company for \$15,000 and in payment Campbell-Turner took stock in the hotel company. The Post Office was relocated to the hotel lobby front desk. The Netherlands Hotel was for many years by far the grandest edifice in town. Later the Hotel Netherlands Company was headed by F.J. Rubstaller, president, and H.E. Crabb, secretary. 2500 shares were offered at \$10 out of which 2473 were outstanding. \$24,730 was paid in cash or with property for shares issued. The Hood Improvement Company as parent owned 58% of the stock.

Commercial anticipation reached a peak in 1912. Stakes were set for a general store, livery stables. Tommy "Pop" Cummings established a blacksmith shop and garage and more lots were sold. Possibilities were explored with C.K. Clover and Peters to establish a distillery and with the H.J. Heinz Company to locate a cannery at the town site. The Methodist-Episcopal Church was situated where the State Fish Facility is located today. In 1924 Rasnow and Son Fruit Company occupied the site of the Methodist-Episcopal Church. The California Fruit Exchange Packing House and shipping facility was located where today stands the main Stillwater Ice House. The Pieter Wheeler Seed Company was housed in a 40-foot x 40-foot building which overhung the river next to the Southern Pacific wharf. It was separated from the SP wharf by a 20-foot gap. C.E. Morse & Co. (later Ferry-Morse Seeds) operated several of its largest seed farms near Hood. (Perhaps the aluminum clad building which was just upstream from Hood was a seed mill.) The King Family Creamery was located directly across the river from Hood at Merritt Landing (Kings Landing) and nearby on the Hood-Franklin Road was Silvercrest Creamery owned by James Wilson.

The rise of a prosperous town was nipped in the bud by the unexpected death at 58 of Edward Harriman. At Harriman's death, the Sherman Anti-Trust Act, passed during the Theodore Roosevelt administration, came into play and dictated that the railroad conglomerate run by Harriman be broken into its original parts. With the Southern Pacific operating on its own for the first time in many years, the "Netherlands Route" project was abandoned. However, the town remained a shipping center and one year over \$5 million of produce was shipped by the railroad out of Hood. The county free ferry continued to operate and a sugar beet dump was built adjacent to the railroad spur. The Southern Pacific's McKeen cars (passenger and freight combined) stopped at Hood when flagged and the ride to Sacramento was 30-45 minutes. Richland residents took advantage of the railroad, called "the Metro" by the locals, with Merritt Island residents crossing on the Hood Ferry to catch the train. Stillwater Ice House was the railroad's last customer and for many years Hood's primary business. On October 10, 1978, the last train left Hood Junction bound for Sacramento and beyond.

(Sources for this article include Flood Chronologies, Delta Herald 75th Anniversary Issue, Thompson & West, Sacramento Bee, and various Hood Ephemera.)

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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 \$15.00
- Family/Business \$25.00
- Patron \$50.00
- Life \$150.00

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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).

SOCIETY NOTES (continued)

We are the proud protectors of the Annals of the Blue Anchor Packing Company. Jim Dahlberg has been negotiating for these books since the Blue Anchor bean to move its headquarters from Sacramento to Fresno. The collection includes the journals from 1926 to 1992 — very interesting reading. We are indebted to Blue Anchor and Jim Dahlberg for this fine collection.

Cathy Hemly presented pictures, ads, literature and personalities from the early Courtland High School annuals. Cathy prepares well for her meetings and we are most appreciative. She said she felt like she knew the early grads by the time of the meeting. It was such a worthwhile meeting that we do not have room for the write-up in this issue but promise to feature it in December.

It is handy to have an index to all of those graduates. Clarise Jonson has made lists of all the graduates and labeled all the class pictures. A tedious but fascinating job well done! If you want to look up anyone who graduated from Courtland High School you can find their year of graduation and then look them up in the La Peralta for the entire time of their attendance. We have a full set of the annuals in the Resource Center in Walnut Grove. There is also a full set at the Courtland Volunteer Library. These volumes were prepared by the Courtland High School Alumni Association.

We are most appreciative of your support and membership however this is your LAST NEWSLETTER if you do not send in your 1999 dues!

TRIVIA

Blue Anchor moved to Dinuba, Fresno County after 92 years in Sacramento. It was formerly the California Fruit Exchange. Beginning in 1914, the Fruit Exchange offices were in its California Fruit Exchange Building. The exchange moved from its namesake building in 1932 and in 1960 relocated again to Howe Avenue. In 1919, it acquired the town of Graeagle in Plumas County, where its Graeagle Lumber Company milled and assembled shook boxes and crates in which its fruit was shipped. The workers lived in company houses and bought at the company store. In addition there was a company dairy, sloughhouse, electric power system, and winery—the mill was closed in 1965.

SESQUICENTENNIAL (continued)

"Until the gold discovery, the only ship to ply the waters of the Sacramento River on a regular schedule was Sutter's launch, the Sacramento, which made monthly round trips between San Francisco and the fort. But after the rush began, the once nearly deserted stream became a very lively place indeed. The diary of one argonaut, who made the ascent in the fall of 1848, records that during the daylight hours there were usually a dozen or more boats in sight, all heavily loaded with men and supplies. According to this writer, the river presented a picturesque scene after nightfall, with the lights from many campfires casting reflections on the water and illuminating the trunks of the cottonwoods. Others wrote of spending tedious hours marooned on sandbars waiting for the tide to turn or searching for the channel of the uncharted, debris-strewn stream, and of sighting herds of deer and elk grazing in the distance or immense flocks of ducks, geese, and other waterfowl. Few failed to mention the ravenous mosquitoes that swarmed about the camps in such numbers as to make sleep impossible.

"Except for the newly founded town of Benicia on the north shore of Carquinez Strait and the ranch of Ygnacio Martinez on the opposite side of the strait, the first miners to ascend the river encountered no settlements until they reached Sutter's Fort. The arrival there, first of scores then of hundreds of gold hunters, speedily overran Sutter's small community."

This is a description of the arrival of the '49ers. In the next newsletter we will continue our series with journals of men who came to California 150 years ago.

IN MEMORIAM

We will miss long active members, Pamela Korth and Eleanor Stephenson.

BOOKS OF INTEREST

Weber! The American Adventure of Captain Charles M. Weber, San Joaquin county Historical Society.

The Gold Rush Journal of Edward C. Harrow 1849, Micheal Vinson Publishers, Austin, Texas.

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