

# Sacramento River Delta Historical Society

## NEWSLETTER

“For what is the present, after all, but a growth out of the past.” – Walt Whitman

---

NEWSLETTER

VOLUME 41, NUMBER 2

DECEMBER 2021

---

### President's Notes

Happy New Year to all. We hope all are doing well as again the covid virus is upon us. This has again caused our society to go in safety mode as we will not be having our election program on the third Tuesday of January. Hopefully we can have it in March.

On a positive note the “Historic Houses of the Sacramento River Delta” is in print again. If you want to purchase it you can order by mail or come to the resource center on Tuesdays but check with Esther before coming to make sure she will be there.

On a sad note we lost Clarice Jonson this past year. She had been an active member and officer of our society years ago. She was very much into our history and had saved a collection of Courtland High School, Delta High School and Elk Grove High School yearbooks. Kurt and Amy Jonson graciously donated many boxes to our society and Elk Grove's society. Many thanks to them.

Hopefully this is my last President's Notes. My term has expired. Maybe in the future months we can get back to regular programs in person. This May I'm hoping we can have our pot luck dinner program. I want to thank all the board for making the board meetings and helping keep our society functional. I especially want to thank Esther Koopman (our society nuts & bolts expert), Mary Hanson (our bookkeeper), and Maryellen Burns (Historic Houses workhorse) for their time and efforts. Thanks !

Sincerely,

Tom Herzog, President



**Sacramento River Delta Historical Society**

ANNUAL GENERAL MEETING &

POTLUCK

Will “hopefully” be held at our **May Meeting** 5/17/2022

## The Netherlands Route The 125 river miles between San Francisco and Sacramento

By Katherine Graham Hutchinson

The Delta is a tricky place to navigate a sailing vessel. And a sailing vessel was the easiest way to reach inland from the San Francisco Bay Area in 1848. Early reports on sailing to Sacramento told of excruciatingly slow upstream advance. The West wind blew vigorously in the trees tops but the water's surface was still as a mirror. Frustrated mariners fell to kedging their vessels. They would tie a line on a stout tree and then pull the ship ever closer to the tree, often pulling the ship using a line attached to a rowboat. What effort. One can imagine the thrill when the first steamboat, the "Chrysolopolis" plied the Sacramento River from San Francisco to Sacramento.

Between the 1850s and the early 1860s over 50 steamboats operated between the two cities. After a period of price wars between the independent owners, the California Steam Navigation Co., a joint stock company was formed. Excess capacity was quickly added and established rates published between San Francisco, Marysville, Sacramento, Stockton and Red Bluff. On March 31, 1871 California Pacific Railroad (underwritten more than likely by Central Pacific Railway) acquired California Steam Navigation (30 steam boats and 20 barges). On August 1, 1871 the controlling stockholder sold to the CP Associates (The Big Four) who simultaneously purchased the company. It fit nicely into their railroad business as a freight feeder. In 1872 their river fleet comprised 27 steamers and 21 barges.

In time side wheel steamers were replaced by stern wheel steamers, the advantages being lower construction cost, fewer moving parts to maintain, and better steering control on narrow channels - of which there were many on the river system. Additionally wheels at the Stern allowed for shallower draft.

The riverboats ran from different wharves in San Francisco and Oakland to their destinations; not all to the Sacramento/San Joaquin system. Some operated to Vallejo, Mare Island, Suisun, Benicia, Petaluma, and San Rafael. (The CP also operated boats in the lower Colorado River and the Los Angeles basin.)

In 1879 the CP repair shipyard in West Oakland was established at the Oakland estuary and by 1921 it was extensive

The CP boats always had stiff competition from the California Transportation Co. the Santa Fe Railroad Co. and the California Navigation Co. The Santa Fe's boats were also agricultural commodity feeders for its railroad. Notably the "Weitchetepec".

During early operations the CP wheat shipments from Glenn and Colusa Counties accounted for a great volume of initial traffic, followed later by fruit, wine, hardware and general lading throughout the system. By 1884, grain wharves ranged along for 4 – 5 miles of the Carquinez Straight at Port Costa where ocean going vessels could dock and load from the elevators. Other grain wharves where wheat and barley were loaded existed in South Vallejo, Martinez as well as San Francisco.

In 1890 the steamer "Herald," built in Stockton begin hauling barges on the Feather River. Silt from hydraulic mining filled the Feather effectively eliminating revenue traffic. Norman Rideout had to sell both his boats and railroads to the CP because insurance companies refused to insure boats and cargoes on the Feather. The CP ran the service until 1898 when it ceased service altogether. By the turn of the century, Red Bluff had lost its place as "head of navigation" on the Sacramento River. The larger crafts were unable to reach the town due to silting of the channel and riffles.

The Southern Pacific absorbed the Central Pacific around the turn of the seventieth century. The company consistently lost money on its river traffic but soldiered on as it did provide feeder traffic. But the company had a long list of agents drawing unknown compensation. This resulted in part of each year revenues being less than the cost of coal to fill the boats' boilers. Furthermore, the San Francisco Transportation Company gave the CP (later SP) strong competition in the passenger and freight traffic on the Bay.

So, SP countered with the "Apache" and the "Modoc" whose machinery the company manufactured at its shops in Sacramento. Finally with only 9 steamers and 9 barges the company sold 4 steamers and 6 barges leaving "Apache", "Modoc", and "Enterprise" and 2 barges – the "Yolo" and the "Ace of Spades"

*(Article continued in the next newsletter.)*

SACRAMENTO RIVER SACRAMENTO RIVER



This Southern Pacific timetable from 1909 features an illustration of the steamer Navajo.

CALIFORNIA STEAM NAVIGATION COMPANY.

Organized March 1st, 1854. Capital Stock, \$2,500,000.

The following are the Officers for the Years 1909-20:

President, B. M. HARTSHORNE, Vice President, D. H. TAYLOR, Secretary, S. O. FLETCHER, Treasurer, H. M. HARTSHORNE, W. H. TAYLOR, A. HAYWARD, J. C. HANCOCK, J. W. ALFORD, A. BRIDGTON, LEON T. WIS, JOHN DENNEY, JAMES J. BUTTERWORTH, ALONZO M. STANBORN, S. D. B. REGINA, J. H. WASSON, C. H. KIMBLE, HENRY BURT, SAMUEL JATSKI, Stockton, T. C. BRANIFF.



Departure from Broadway Wharf, CARRYING THE UNITED STATES MAILS.

Steamer CAPITAL, Capt. E. A. PAULI  
 Steamer YOSEMITE, Capt. F. J. POWELL  
 Steamer CUREADOLE, Capt. A. FOSTER  
 Steamer ANTILOPE, Capt. CHARLES TROTT  
 Steamer ZULEA, Capt. W. BOWLEY  
 Steamer ANTILOPE, Capt. JOHN DOUBATT

ONE OF THE ABOVE STEAMERS WILL

Leave every day, at four o'clock, P.M.

SUNDAYS EXCEPTED, FOR

SACRAMENTO and STOCKTON,

Connecting with the Light Draft Steamers for

MARYSVILLE, COLUSA AND RED BLUFF.

For further particulars, apply at the OFFICE OF THE COMPANY,

N.E. Cor. Jackson and Front Sts., San Francisco.

B. M. HARTSHORNE, President.

California Transportat'n Co

Freight and Passenger Steamers

PRIDE OF THE RIVER

—and—

CAPITAL CITY

Sacramento and San Francisco Daily, Sunday Excepted.

Leave Sacramento, Front and M Streets, New City Wharf, 5:00 p. m.

Leave San Francisco, Pier No. 5, Jackson Street, at 5 p. m.

Fare \$1.50. Berth 50 cents.

J. E. CREW, Agent.

Telephone Main 367.



STEAMER NAVAJO

leaves foot of K Street daily, except Sunday, at 9 p. m. No stops en route, arriving San Francisco 5 a. m. Fare \$1.50. Berth 50c.

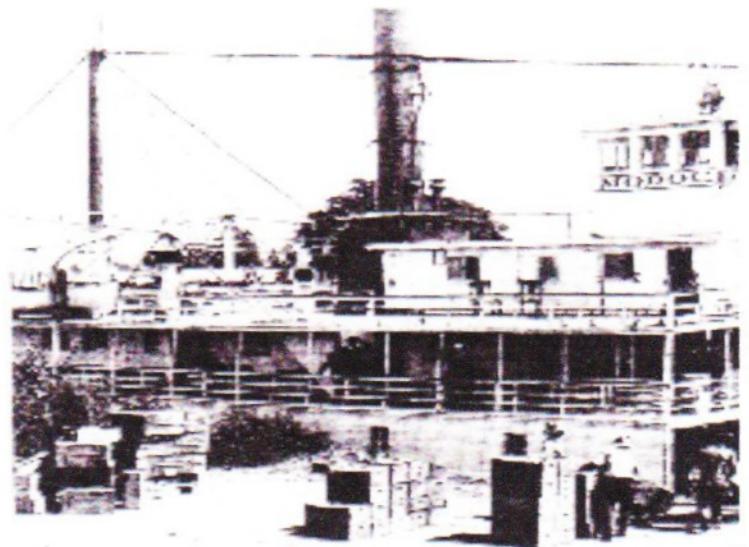
STEAMERS

MODOC and APACHE

leave 10:30 a. m. daily, except Sunday, stopping at all intermediate points. Arrive San Francisco 11:30 p. m. Fare \$1.50. Berth 50 cents.

Southern Pacific Netherlands Route

Eighth and K Sts. Steamer Lndg.





*A portrait of a young John Leale, taken shortly after his marriage in 1881. Leale, a native of the Island of Guernsey in the English Channel, arrived in San Francisco in 1864. Leale had made the long voyage to California under the guardianship of his aunt and uncle, Elizabeth and Andrew Nelson. Shortly after his arrival, Leale entered the employ of his uncle, a partner in the small shipping concern of Nelson & Anderson. Leale's lively account of working for Nelson & Anderson, plus the early years of the California Transportation Company, provide an authentic narrative of the river trade. Leale later went on to become a highly respected Ferryboat Captain on San Francisco Bay.*

*Courtesy Bill Stritzel*

Arriving in California in 1864, John Leale began his maritime career working in the river trade. His recollections are a priceless account of early steamboat days on the Sacramento:

“...I took a deck-hand's job and that billet on a fruit boat on the Sacramento River in the hot summer was about the limit for hard work. We would leave San Francisco usually just before noon; after lunch 'turn in' for about three hours when our coaling point, Black Diamond Landing, would be announced. That place is now called Pittsburg. It is situated at the mouth of the San Joaquin River. In those days there was a coal mine at Mount Diablo... The mine was connected by rail to the river at the above point, and all river steamers coaled there. . . As soon as we were made fast to the dock, the fuel coal would be dumped on the deck forward, when we would cast off and proceed for the Sacramento. Every pound of the coal would have to be shoveled and wheeled, the bunkers and fireroom being amidships, so by the time this was done, and everything washed down, we would be arriving at Rio Vista. From there on, it would be about ten minutes between landings for discharging freight and 'empties,' until the end of the route, which was about what is now Clarksburg.



**Clarice Jonson**  
**May 27, 1929 - October 14, 2021**



**Courtland, California** - Clarice passed away peacefully at home in Courtland, CA on October 14, 2021, at the age of 92. She was born on May 27, 1929 to George and Uleta Glavich, in Plymouth, CA. She was affectionately known to many as "Dodo". Clarice is preceded in death by her husband of 69 years, Art Jonson and son Ken Jonson. She is survived by her four children: July Ebert, Janice Jonson (Ron),

Kurt Jonson (Amy), an Karl Jonson. Six grandchildren: Jennifer, Janelle, Ian, Megan, Melanie and Austin. Seven great grandchildren. Clarice was very supportive of her children and grandchildren's activities. She was a member of the Sacramento River Delta Historical Society. One of her favorite hobbies was her family genealogy. She loved to travel with her husband Art and family and friends all over the World. Clarice was the Courtland Postmaster for 22 years. She was a devoted daughter, sister, wife, mother, grandmother, great-grandmother and friend. She will be deeply missed.

Services will be held on Friday, November 5 at 11am at the Pavilion in Elk Grove Regional Park, 9950 Elk Grove Florin Rd. There will be a private burial at Elk Grove East Lawn Cemetery.

For many years Clarice was a wonderful help to get the all the items in order for the Resource Center.  
 Many Thanks for a Beautiful Person

### Giusti's Place

Giusti's the popular restaurant burned to the ground this late summer. Plans for rebuilding are unknown at this writing.

Giusti's was housed in the ferryman's old house at Miller's Ferry on the North Fork of the Mokelumne River. A swing bridge was built in 1904 and the ferryman then operated the bridge. The bridge joined Tylor Island to Staten Island and carried the Walnut Grove Road. The ferry had performed this job for over 55 years. A sturdier bridge replaced it in 1955. Also, a swing bridge, it was manually operated until 1963. The crossing defines the county line between Sacramento and San Joaquin counties. Pio Giusti at one time moved his establishment from Ryde to Miller's Ferry and opened a restaurant in the old house. His son-in-law Mo Morias continued the bar and restaurant and enlarged it. It was operated by Mo's son Mark for many years.

This was another fire loss for Walnut Grove along with two Chinatowns the 1918 hotel, the old Grove Inn Coffee Shop among the notable losses over the years. Also lost in spectacular fires – the Old Libbey cannery (later the "mushroom factory") and the old American Fruit Company shed.

**SRDHS 2022 SCHEDULE**

January 18.....General Meeting Canceled  
 February 15.....Board Meeting ??  
 March 15.....General Meeting ??  
 April 19.....Board Meeting ??  
 May 17.....General Meeting & Annual Potluck  
 June 21.....Board Meeting  
                     June Newsletter  
 July/August.....Summer Break  
 September 20.....General Meeting  
 October 18.....Board Meeting  
 November 15.....General Meeting  
 December.....Board Meeting  
                     December Newsletter

**RESOURCE CENTER NEWS**

Remember to send in your order and check for the *NEW* 2022 SRDHS Calendar featuring 12 new labels from the late Jim Dahlberg’s collection. Also available is the Reprinted Historic Houses of the Sacramento River Delta and the Pear Pearfection Cookbook. Just fill out the order form on the last page of this newsletter and send it to us.

The Jean Harvie School (location of the SRDHS Historical Center) had been closed by the county since the Covid shutdown. We hope to offer some virtual programs to our members but we would like to have your emails to be able to get in touch with you. Hopefully sometime in 2022 we will be able to have our programs in the auditorium. Many of you have responded and sent your emails and we thank you! For other members, just email your email to us at [srdhshs@gmail.com](mailto:srdhshs@gmail.com).

**MEMORIAL CONTRIBUTIONS**

We would like to thank all those who made memorial contributions to the Sacramento River Delta Historical Society.

**CONTENTS**

President’s Notes .....1  
 “May” Potluck Notice??.....1  
 “The Netherlands Route” – Part 1.....2 - 3  
 “John Leale Narrative”.....4 - 5  
 Clarice Jonson Obituary.....6  
 Giusti’s Place .....6  
 SRDHS 2022 Schedule.....7  
 Resource Center News & Notices.....7  
 Memorial Contributions Thanks.....7  
 New Members.....7  
 New Member Form.....7  
 2022 Calendar, Pear Cookbook and Historic Houses order form .....8

**WELCOME NEW MEMBERS**

Emily Barentson from Suisun City  
 Virginia Giles from Walnut Grove  
 Riza Kahn from Suisun City  
 Cornelia Srey from Walnut Grove  
 Jim & Lucy VanAndel from Walnut Grove  
 Jim Wilcox from Courtland

**DO YOU WANT TO CONTINUE TO RECEIVE THIS GREAT PUBLICATION???**

*Then make sure you pay your 2022 dues – Use this form or one of our handy dues envelopes*

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 E-Mail: \_\_\_\_\_

- I’m paying Annual dues for the following year(s):  
                      2022    2023            Other \_\_\_\_\_  
                     \$25.00 a year for Annual Membership
- I’ve enclosed \$150 to become a Lifetime Member
- I’d like to register as an Honorary Member – Free to members 80 years and older

Please mail this form with a check payable to SRDHS to:

SRDHS Membership  
 P.O. Box 293, Walnut Grove, CA 95690

**INFORMATION**

Sacramento River Delta Historical Society web site is [srdhs.org](http://srdhs.org). Please view and enjoy the information. If you wish to email the resource center, the email address is [srdhshs@gmail.com](mailto:srdhshs@gmail.com).

**NEWSLETTER STAFF**

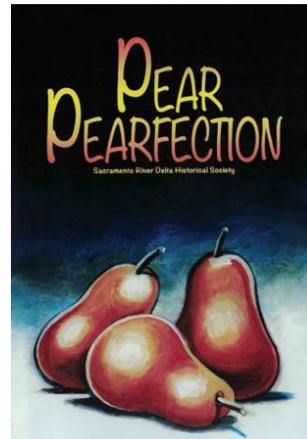
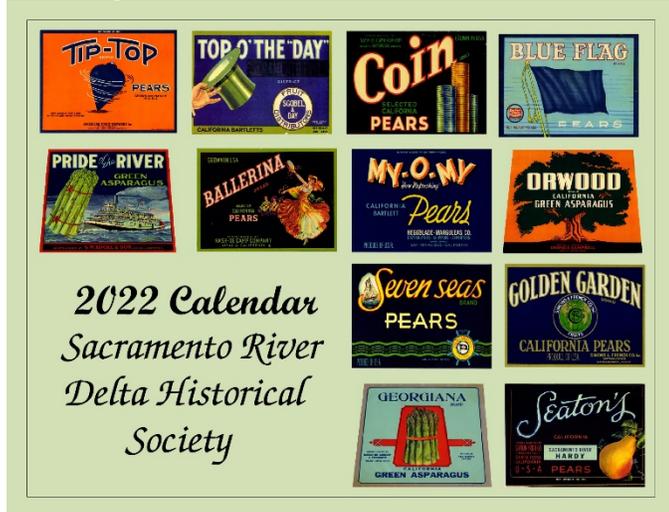
Editor.....Kathleen Hutchinson  
 Design/Layout.....Esther Koopman

\*The Sacramento River Delta Historical Society publishes the Sacramento River Delta Society

**NEW "2022" SACRAMENTO RIVER DELTA HISTORICAL SOCIETY  
CALENDAR & PEAR PEARFECTION COOKBOOK AVAILABLE  
WE ALSO HAVE REPRINTED THE "HISTORIC HOUSES OF THE SACRAMENTO  
RIVER DELTA" (SOFTBOUND) BOOK**

Because of Covid The Sacramento River Delta Historical Society's Calendar for 2022 and Pear Cookbook and "Historic Houses of the Sacramento River Delta" may be purchased filling out the appropriate form below and mailing it with your check to: SRDHS, P O Box 293, Walnut Grove, CA 95695

Here is a preview of the cover of the delightful 2022 Calendar representing more Labels from Jim Dahlberg's Collection. Each month shows a different Label that has not been published before from his wonderful collection.



\_\_\_\_\_ Homes Book or  
\_\_\_\_\_ Cookbook  
\_\_\_\_\_ \$2.75 postage

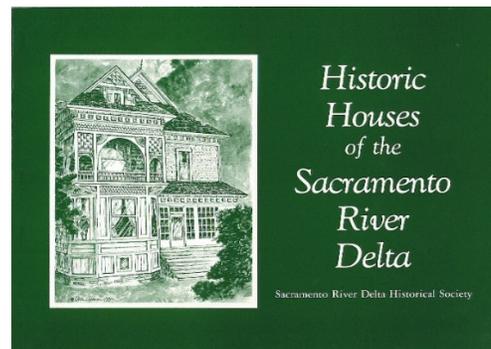
\_\_\_\_\_ 2 Cookbooks  
\_\_\_\_\_ \$3.50 postage

If you wish to have the the book(s) mailed please add the

above postage:

If you wish to have the calendar(s) mailed please add the following postage:

- 1 Calendar \$2.16 postage
- 2 Calendars \$3.16 postage
- 3 - 6 calendars \$7.70 for priority mail



Please send \_\_\_\_\_ Pear Pearfection Cookbook(s) @ \$15 each

Please send \_\_\_\_\_ Historic Houses(s) @ \$15 each

Enclosed is payment in the amount of \$ \_\_\_\_\_ (include postage in total)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**Sacramento River Delta Historical Society Calendar Order Form**

Please send \_\_\_\_\_ 2022 calendars @ \$15 per calendar

\_\_\_\_\_ 2012 \_\_\_\_\_ 2013 \_\_\_\_\_ 2014 \_\_\_\_\_ 2015 \_\_\_\_\_ 2016 \_\_\_\_\_ 2017 \_\_\_\_\_ 2018  
\_\_\_\_\_ 2019 \_\_\_\_\_ 2020 \_\_\_\_\_ 2021 calendars @ \$10 per calendar

Enclosed is payment in the amount of \$ \_\_\_\_\_ (include postage in total)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

The price for each cookbook is \$15 plus postage if mailed.