

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

By Katherine Graham Hutchinson
Final Installment

The river lines all competed with each other, furthermore, trucks and automobiles that were beginning to cut into revenue. During the summer months the CP/SP boats often arrived six hours too late to serve the produce markets in San Francisco which operated early in the morning only. The difficulties operating at the 130 plus bank landings where no wharf was prominent proved to always cause delay. This resulted in great loss to the farmer and produce merchant. At the Southern Pacific's request the Railroad Commission authorized SP to close its agency stations at Vorden and Ryde September 12, 1925. They were maintained as non-agency stations.

As time wore on the number of river lines declined and tugs and towing barges increased. Tonnage for the SP boats in 1918 was 191,763; by 1924 it had decreased to 71,552. SP retired the "Apache" in 1924 and "Modoc" in 1925. By 1930 the SP had discontinued its riverboats transferring its remaining assets to one-time rival California Transportation Company. With duplicating services both companies lost money in 1929.

The last remaining riverboat company was Delta Lines a successor to the California Transportation Company headquartered in Sacramento and owned by the Dwyers. But even Delta lines eventually went into trucking.

From almost the beginning tourists loved the daytime trips through the Delta. The SP/CP advertised the Delta as the "Netherlands of America". The company later

provided a 16-page booklet advertising "the Netherlands route". The SP boats were the "Modoc" and the "Navajo". The "Pride of the River" was another sought after boat. Also, the "Fort Sutter" and the "Isleton". The "Navajo" was advertised as a fast overnight packet to San Francisco. In 1912, 202,015 passengers were carried on reporting lines. The fare from San Francisco to Sacramento was \$1.50 single berth \$.50 extra, stateroom \$1.00. Dinner and breakfast were a la carte. An automobile \$5.10 if not over 12 foot long; \$15 for a limousine not to exceed 15 feet. Round-trip for autos was 1 ½ times the one-way rate. The "Delta King" and the "Delta Queen" were the last remaining river packets. They were operated by Delta Lines the successor to the California Navigation Co. until 1940.

Sources:

Sacramento History Journal by the Sacramento County Historical Society 2006 V1, No 1,2,3,4

"S.P. Trainline" Fall 2019 By Henry E. Bender

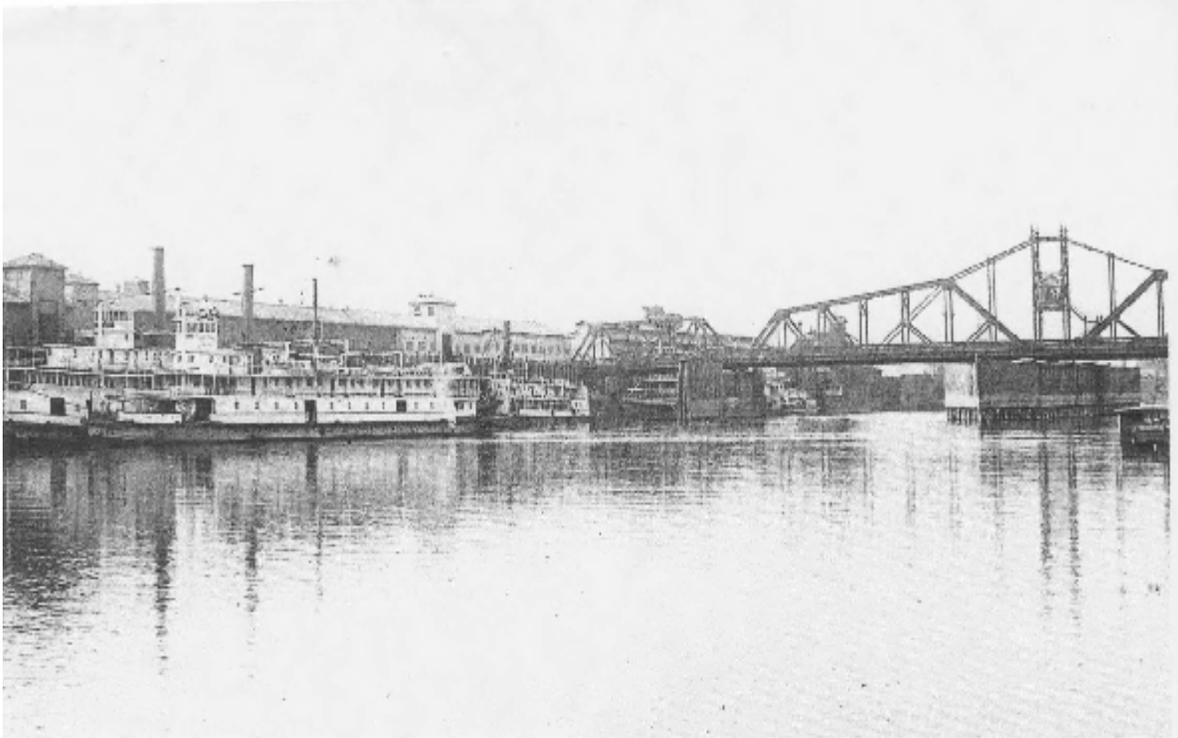
History of Sacramento County, California with Biographical Sketches, Edited by Walter Reed

(Los Angeles, California: Historic Record Company, 1923), 260.

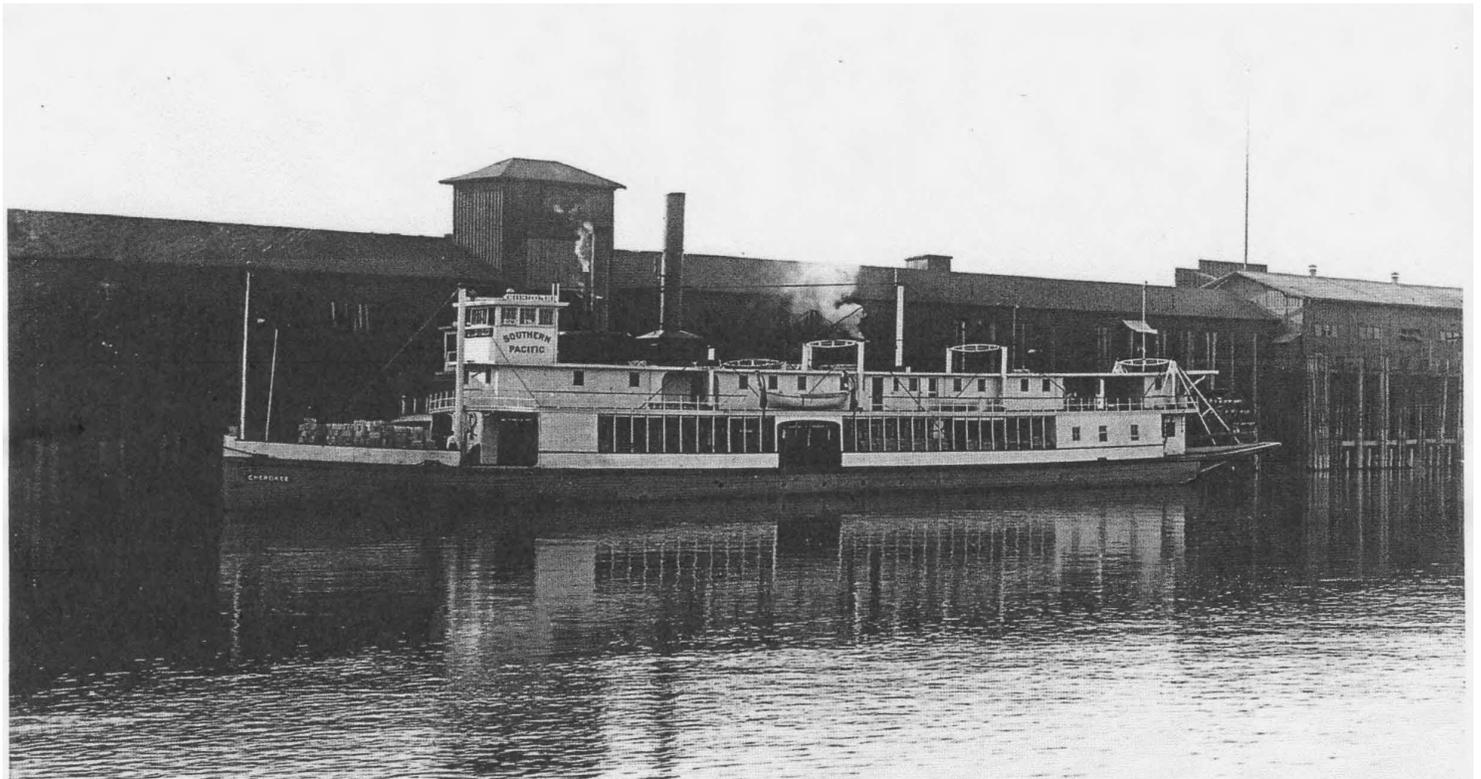
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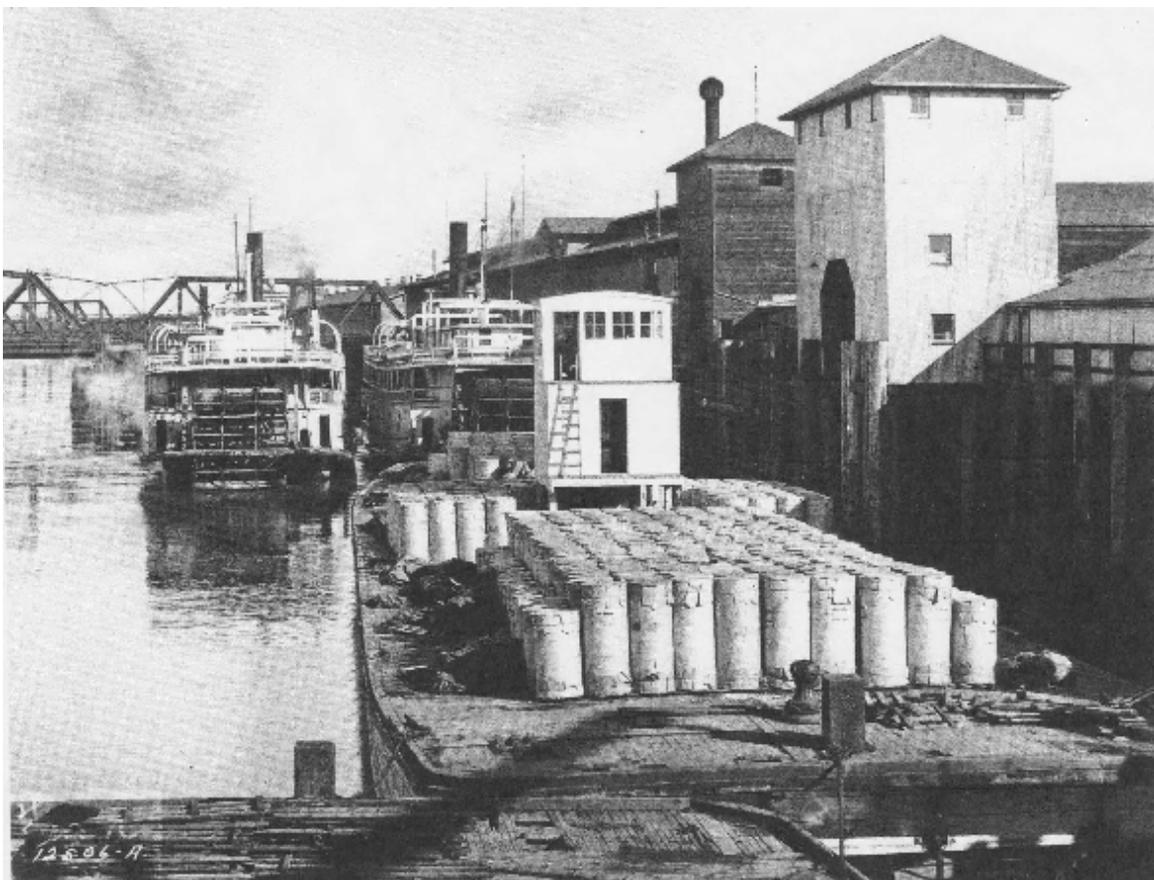
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K Street Wharf



Southern Pacific's K Street wharf at Sacramento, MP 125, the east end of the Netherlands Route, during 1912-1913. In the view above from left, are steamers *Cherokee*, *Seminole* and *Modoc*. The other boats are unidentified. At right, the California Transportation Co. boat *Isleton* and an unidentified boat are tied up at the SP wharf on a busy day. On January 15, 1930, SP transferred all of its river steamer operations to the California Transportation Co. —McCurry photos, California State Library



Interesting Snippets:

The December 1955 Flood -

During the flood the Snodgrass Slough levee was saved by 150 – 300 upper Deltans who filled with sand 2,000 – 3,000 dairy feed bags provided by the old Herzog Dairy and the sand which was scraped up by Carl Jonson's hydraulic bulldozer.

Derivation of Upper and Lower Roads –

The designation of “upper” and “lower” as in “Upper Sacramento Road”; “Lower Sacramento Road” and “Upper Stockton Road”; “Lower Stockton Road” on old maps in particular, refers to the flood plain (or the mean water level.)

Tule Fog Navigation –

Tugboats hauling barges on the river navigated in the Tule fog by using the tug's horn to bounce its sound off the levee banks.

A TIME OF CHANGE

The familiar image of a river steamer plying the lower Sacramento, stopping at various way landings, was an indelible part of river commerce. However, by 1918, it was no longer feasible to continue to provide such river transportation services in such a casual manner. Both the C.T.Co., and the Southern Pacific, had petitioned the California State Railroad Commission for authority to make a minimum charge of \$2.50 for a steamer to call at “special landings.” The effort by the two water carriers was truly intended to bring about a consolidation of river landing sites in order to reduce the frequency of time-consuming stops separate from established “regular” landings. After much study by the Commission, the application was granted, bringing with it, a necessary dose of economy to the river scene:



SACRAMENTO ARCHIVES & MUSEUM COLLECTION CENTER
 City of Sacramento Collection
 1985/005/0007

“There are now some 120 bank landings and it was shown that during the busy seasons of the year the time lost on a trip between San Francisco and Sacramento is from two to six hours in making landings at points where consignments are insignificant and could be handled with but slight inconvenience to the shippers at the established regular landing places.

“A steamer loses at each bank landing from six to ten minutes exclusive of the time consumed in loading and unloading freight. Frequent stops make it impossible to dock at San Francisco on schedule time during the peak months of the shipping season, with the result that fruit and vegetables regularly miss the markets for which they are intended, to the great disadvantage and loss of the farmer, produce merchant and consuming public. In certain instances farmers have found it necessary to discontinue entirely the shipping of fruit and vegetables to San Francisco and Sacramento markets because of the failure of steamers to maintain running schedules and this produce has gone to the canneries at reduced prices.”



“Decisions of the Railroad Commission of the State of California, Volume XV, January 1, 1918 to August 31, 1918,” (Sacramento, California 1918), 423-424.

Central Pacific Sacramento River Steamers 1909-30

Name	Built	Tons	Length	Notes
Apache	1880	938	235 ft.	Retired 1925 beached near “Butchertown” in San Francisco by 1928.
Modoc	1880	929	235 ft.	Retired 1924 beached near “Butchertown” in San Francisco by 1928.
Navajo	1909	1,122	250 ft. 9 in.	Abandoned 1938 beached on Mandeville Island in the Delta as bunkhouse.
Seminole	1911	1,102		Sunk in 1913
Cherokee	1912	613	207 ft. 8in.	Abandoned in 1939 became a clubhouse for the River View Yacht Club.
Iroquois	1912	437	153 ft. 3 in	Retired and its machinery reused in 1924 in the new ferry <i>City of San Rafael</i> .
Fruto		470	203 ft.	Steam Barge

SRDHS 2023 SCHEDULE

January 17.....General Meeting
 February 21.....Board Meeting
 March 21.....General Meeting
 April 18.....Board Meeting
 May 16.....General Meeting & Annual Potluck
 June 20.....Board Meeting
 June Newsletter
 July/August.....Summer Break
 September 19.....General Meeting
 October 17.....Board Meeting
 November 21.....General Meeting
 December.....Board Meeting
 December Newsletter

RESOURCE CENTER NEWS

Remember to send in your order and check (\$15 plus postage) for the *NEW* 2023 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) is open every Tuesday from 10:00 a.m. to 1:00 p.m. Volunteers Esther Koopman, Nancy Rutherford, Linda van Loben Sels and Barbara Damion volunteer each week to record our new items and to assist you in finding historical items.

MEMORIAL CONTRIBUTIONS

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

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

Then make sure you pay your 2023 dues – Use this form or one of our handy dues envelopes

Name: _____
 Address: _____
 City, State, Zip: _____
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 E-Mail: _____

I’m paying Annual dues for the following year(s):
 2023 2024 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

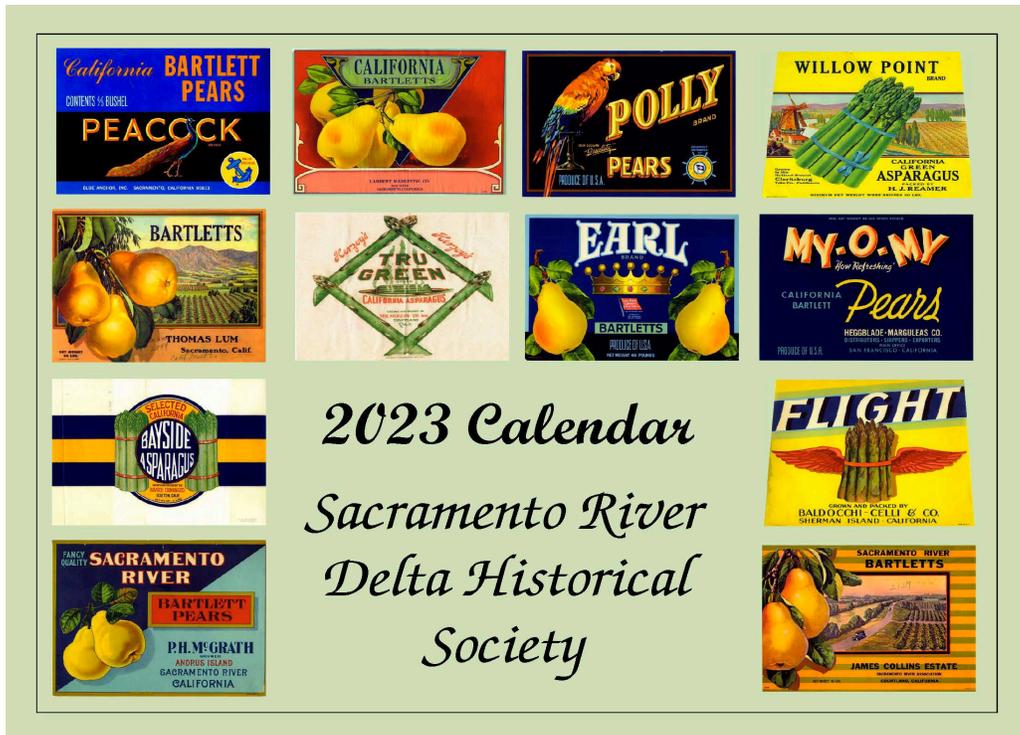
Sacramento River Delta Historical Society web site is srdhs.org. Please view and enjoy the information. If you wish to email the resource center, the email address is srdhshs@gmail.com.

NEWSLETTER STAFF

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

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

Here is the cover of the delightful 2023 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. The Sacramento River Delta Historical Society’s Calendar for 2023 will be available at the Pear Fair, the Resource Center and at the Society Meetings. You may now purchase the calendar by filling out the form below and mailing it with your check to:



SRDHS
 P O Box 293
 Walnut Grove, CA 95695

The price for each 2023 calendar is \$15.00 plus postage
 2012 thru 2022 calendar price is \$5 each plus postage

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

1 Calendar \$2.25 postage

2 Calendars \$3 postage

3 - 6 calendars \$7.75 for priority mail (2 to 3 day delivery)

Sacramento River Delta Historical Society Calendar Order Form

Please send _____ 2023 calendars @ \$15 per calendar

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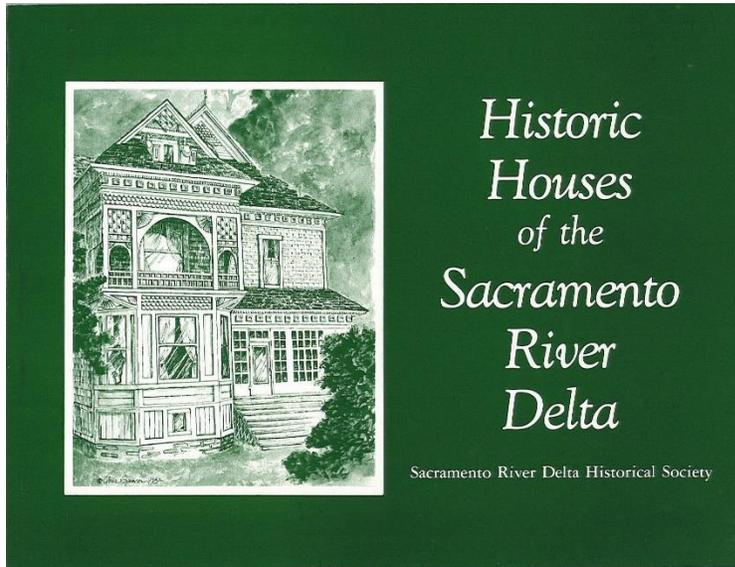
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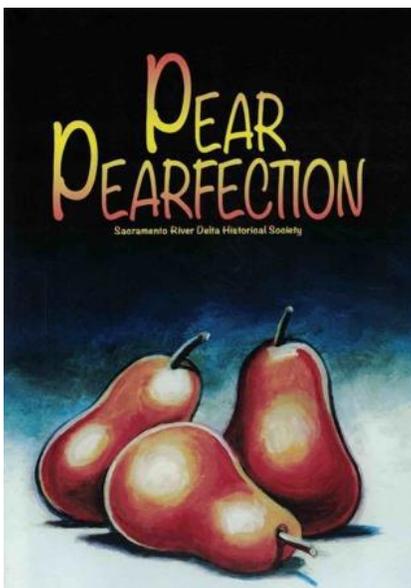


Historic Houses has been reprinted. Price is **\$20.00** per book plus \$2.75 postage for 1 book or \$4.00 for 2 books. Please remember to include **postage** and name and address when ordering and send to address above

Name _____

Address _____

City _____ State _____ Zip _____



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

Postage \$3.00 for 1 \$4.00 for 2 cookbooks

Sacramento River Delta Historical Society Cookbook Order Form

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

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

Name _____

Address _____

City _____ State _____ Zip _____