

Sacramento River Delta Historical Society NEWSLETTER

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

NEWSLETTER

Vol. 10, No. 1

JUNE 1990

Museum News

Over 9000 people visited the Dai Loy Museum in 1989. Board members opened the museum in April to begin its 13th year. The lifetime total approaches 130,000 guests who have enjoyed the inside of a Chinese gambling hall and the activities that went on there.

There is an important change in our museum staffing pattern. An agreement has been made with Clarence Chew of Locke Properties, Incorporated. He will staff the museum with his own employees allowing the Dai Loy to be available more days throughout the year. The agreement extends through this calendar year. The Historical Society remains responsible for the exhibits but will not be involved in staffing.

KQED, Channel 9, filmed part of a documentary on the life of the well-known authoress, Maxine Hong Kingston. She and her parents were interviewed in the Dai Loy. While she was growing up, her father ran a gambling hall in Stockton. Among her books are China Men* and The Woman Warrior.*

Two new articles are to be found in the Dai Loy. A plaque honoring our long-time, number one curator, Clarence Pratt, has been placed in the museum. Victor Ow donated a photo portrait of Fat Chan of Locke.

* Books that are available in the Sacramento City-County Library system.

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Society Notes

The year got off to an excellent start with the annual meeting on January 15 at St. Anthony's Hall in Walnut Grove. The meeting included a gourmet potluck dinner, a lecture on the Chinese in California by Ray Hillman, and installation of officers.

This year's officers are: Robert Augusto, president; Cathy Hemly, vice president; Joanne Carr, recording secretary; Carol Watson, corresponding secretary; Clarice Jonson, treasurer; Don Quesenberry, past president. The directors include: Leonard Souza, Joan Wilcox, Kathie Hutchinson, Dorothy Wheeler, Robert James, Lloyd Korth, and Jerald Waterworth. Subsequently appointed committees are: Dai Loy--Robert James, Frances Armstrong, and Kathie Hutchinson. Resource Center--Jerald Waterworth, Becky Wheeler, Jean Harvie, Jeanne Sheehan, and Joan Wilcox. Publications--Kathie Hutchinson and Carol Watson. Membership--Carol Gwerder, Becky Wheeler, Chris Giovannoni, and Yvonne Pylman. Annual Meeting--Joanne Wiseman. Audit--Curzon Kay.

The well-attended March general meeting held in Clarksburg was a slide show of historic buildings in the Clarksburg area. The show was most capably produced by Cathy Hemly and narrated by Kathy Merwin. Refreshments were provided by Cathy Hemly.

Sacramento River Delta Historical Society members attended the Towe Museum musical

see Notes, page 2

Remember when a blotter was something to look for while the ink dried?



Little people run many risks of injury at home, at play and going to school. Parents can avoid hospital and medical expense by buying

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Notes, continued from page 1

evening "Music, Motorcars, and Moonlight Memories." We are hoping to sponsor more fun outings for our group.

The removal of asbestos and refurbishing of the Jean Harvie School is on schedule and expected to be finished July 1st. Then we can begin to reestablish our Resource Center, which has been on hold, in storage, for over a year! Much help will be needed at that time--Jerry Waterworth is accepting volunteers now.

Membership chairman, Carol Gwerder, reports that over 140 members have paid their dues--it's not too late! Get a friend to join! See below.

The Bancroft Library at U.C. Berkeley requested all back copies of our newsletter and all forthcoming copies for housing in the periodical section.

The May meeting, held in the Isleton Community Center (Cum City Hall) on May 21, featured Mr. Blain Lamb of the Railroad Museum, speaking on commercial navigation on the Mokelumne River. It is hard to imagine that experimental boats got as far as Clements or to think of Lockeport, Woodbridge, and New Hope as thriving river ports, however briefly. There was traffic on the river from the 1850's to the early 1930's. Today the boats are mostly recreational. The talk and slides were fascinating. The evening was ended with refreshments provided by Jean Harvie and her committee, Jenny Sheehan, Mary Hutton, Celestine Lind, Alice Himebauch, and Margret Mendenhall. Many thanks to all!


Yvonne Pylman retired as co-editor of the newsletter and as its typist and printer. A large vote of thanks to Yvonne for an arduous task well done. Carol Watson has taken her place as co-editor, assisting Kathie Graham Hutchinson. Sacramento member Judy Johnson is the new typist and printer.

One note of interest: Our very capable editor, Kathie Graham, became Mrs. William Hutchinson, Jr., in February --and still found time to put this newsletter together. Our best wishes to the happy couple!

We are all looking forward to establishing a new Resource Center and the party we'll hold when it is ready.

Books of Interest

Rice Bowls in the Delta:
Artifacts Recovered from the 1915 Aslan Community of Walnut Grove, California
 Julia G. Costello and Mary L. Maniery
 Occasional Paper 16. 1988. 98 pp. ISBN: 0-917956-60-5.
 List Price: \$14.00 Discount Price: \$11.20



A significant addition to the study of Asian immigrants in the late 19th and early 20th centuries. Discussion of excavated ceramics, bottles, and other artifacts left by Chinese and Japanese residents after a 1915 fire in a Delta town. Catalog includes 143 photos with detailed descriptions.

To the Land of Bright Promise \$4.50
 Pub. San Joaquin Historical Society.
see ad, page 5

Battling the Inland Sea \$35.00
 American political culture, public policy, and the Sacramento Valley, 1850-1986. By Robert Kelley.
 Pub. University California Press.

Cooperating Farmers
 A 75 year history of the Yolo County Farm Bureau. By Joann L. Larkey.

The Great Register of Yolo County \$35.00
 1896 with 1898 supplement. Yolo County Historical Society.

The Miner Was a Bishop (Bishop Manogue) \$15.00
 By Fr. William Breault. Pub. Landmark Enterprises.

*This Bittersweet Soil \$14.95
 The Chinese in California Agriculture 1860-1910.
 By Sucheng Chan. Pub. University of California Press.

The Elusive Eden
 A new history of California. By Richard B. Rice, William A. Bullough and Richard J. Orsi. Pub. Alfred A. Knopf.

The Japanese Americans of "Delta"
 A monograph by Richard K. Beardsley. Ed. by Jan Ryo Hirabayashi. California History. Pub. California Historical Society, Fall 1989.

*Books that are available in the Sacramento City-County Library system.

Invite a Friend to Join

Sacramento River Delta Historical Society membership is open to all who wish to promote the study and preservation of the history of the DELTA area and to support the DAI LOY MUSEUM.

Individual	\$ 6.00
Family	12.00
Student/Senior	3.00
Sustaining	20.00
Patron	50.00
Life	150.00

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History News — Delta Tidbits

Rosebud, the Victorian Italianate house a mile upstream of Hood, designed by Nathaniel Goodhall for State Senator William Johnston, burned the night of November 30, 1989. Only a shell remains. The current owners are undecided about restoration. It was one of the few remaining grandiose 19th century houses on the river.

The River News Herald reported that several sites in Clarksburg have been designated "historic." Some of the designated buildings are the Delta Sugar Beet Factory, Lawler and Crosby Store--now known as Husick's Hardware, St. Joseph's Catholic Church, the George Cornish/Shebig House--the one on the corner of Road 143 and South River Road with the Greek columns, the Nelson Bump/Lydia's House--now occupied by Gene and Joann Wisemann, the Josiah Green House, the Reclamation 999 Pumping Plant, and the Old Japanese School by Shorter's Corner. Eleven other sites have been designated as next in importance. The owners can add these to the registry.

Noted in the Walnut Grove area Chamber of Commerce newsletter:

Last fall the Sacramento Housing and Redevelopment Agency expanded Walnut Grove's commercial revitalization target area. Within the target area, property owners and commercial tenants are eligible for below market rate loans and rebates for the acquisition and/or rehabilitation of commercial structures. Walnut

Grove's commercial revitalization target area now includes the River Road from Center Street to Depot Lane, Market Street from A Street to Brown's Alley, the west side of Dye Street, the north side of Depot Lane and A, B, and C Streets.

The Sacramento Housing and Redevelopment Agency has submitted a national register historic district application to the state Office of Historic Preservation for the area generally bounded by Center Street, the River Road, Depot Lane, and Grove Street. That application is currently under review by the state and, if approved at the state level, will be forwarded for final approval to the Secretary of Interior this fall. Prior to final approval, a series of public meetings will be held in the community, where a majority of property owners will be asked to support the registration.

Official registration as a district will help to assure that the historic character of the area is preserved, will make historic restoration of commercial structures eligible for tax credits, and will allow the use of the state historic building code for the restoration of commercial structures.

The Chamber with technical assistance from Kathie Graham Hutchinson of the Sacramento River Delta Historical Society developed two historical walking tour brochures, one for Locke and another for Walnut Grove. The brochures provide a brief history of the communities and lead the reader by areas and structures of historical merit. They are available...

A Walking Tour of Locke



"Towne Corner:" from San Joaquin Historian

(The following article is based upon a review of "The Descendants of William Towne" compiled by Edwin Eugene Towne, and upon an interview with Mr. Del Smith.)

The name of Towne first appears in England in 1274, according to the New England Historical and Genealogical Register. The earliest appearance of the name in America is in 1635 when William Towne was an inhabitant of Cambridge. The William Towne family next appears in Salem in 1640 in a book of early grants. There are records of several land conveyances by William Towne and the name is mentioned also in "History of Salem" by C.B. Gillespie.

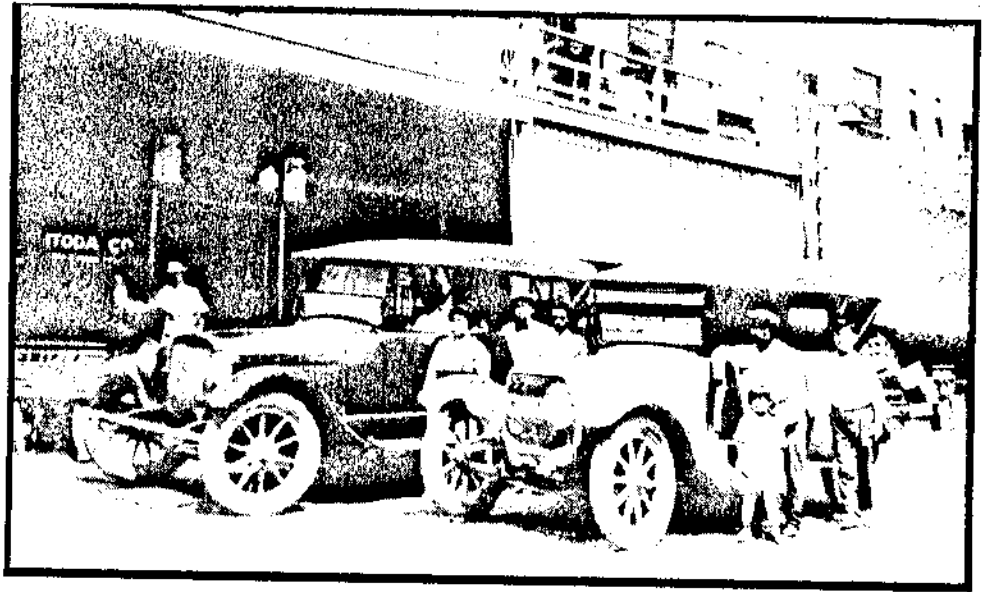
In its early history, Salem was known as the

"City of Witches." More than 150 persons believed to be associated with Satan were thrown into prison and 27 were hung on "Gallows Hill." The Towne family was caught up in this hysteria and two of their daughters (Rebecca and Mary) were among the 27 who paid with their lives. Usually those accused of being witches were "the ugly and lower classes" but in this instance the Towne daughters were cultured women who maintained their integrity and dignity to the last. This persecution was started by the most reputable citizens and was based on an old Roman maxim that the "Voice of the people is the will of God." The demon of superstition was set loose by the family of Rev. Mr. Parris and the accusations followed in rapid succession.

see Towne, page 4

P 3

A Walking Tour of Walnut Grove



Towne continued from page 3

The descendants of William Towne have taken up residence in many different states and engaged in a variety of occupations. We are particularly interested in Burton Augustus Towne, born in St. Paul, Minnesota, September 24, 1874, and died August 1, 1938. Burton graduated from the University of Minnesota with a degree in Engineering. He came to California in 1898 and worked for the Southern Pacific Railroad in Sacramento for five years.

In 1902 he moved to Woodbridge where he became a vineyardist and orchardist. He married Alice Weinstock of Sacramento on November 12, 1902, and they lived in a house on the corner of Lower Sacramento Road and Turner. The original house burned in 1907 and they moved into a one-room cottage on the property. The house was gradually expanded to thirteen rooms including rooms for a butler and other servants. The gardens were beautiful and contained huge weeping willow trees, a pond, and over 500 rose bushes. The last rose bush has not been pruned since 1940 and presently is 110 feet long and 20 feet high. The garden required the services of four full-time gardeners. Travelers thought that the place was a public park and often stopped to picnic on their journey from Stockton to Sacramento. The Lower Sacramento Road was named because of frequent flooding. Lodi is about 15 feet higher elevation; the upper Sacramento Road was in the vicinity of Jack Tone and went through Lockeford. Lower Sacramento was a well-traveled roadway and the Towne property came to be known as "Towne Corner."

The Towne house was the first in the area to have electricity (because it was close to the road) and the first to have hot running water--the boiler is still in place but, of course, no longer used.

Pauline Koch North, who still lives in Stockton, went to work for the Towne family in 1928 (at the age of 16) and tells of many social activities, picnics, and parties around the pool at Towne Center.

As an engineer and automobile enthusiast, Burton Towne became greatly interested in San Joaquin County's road improvement program in 1909. Towne, Frank A. West, and Stuart P. Elliot composed the first county highway commission. During this period the county voted to finance 238 miles of highway which served as a model for other counties.

Burton Towne was later appointed by Governor Hiram Johnson to the first state highway commission where he served for eight years. Towne was a charter member of the California Automobile Association,

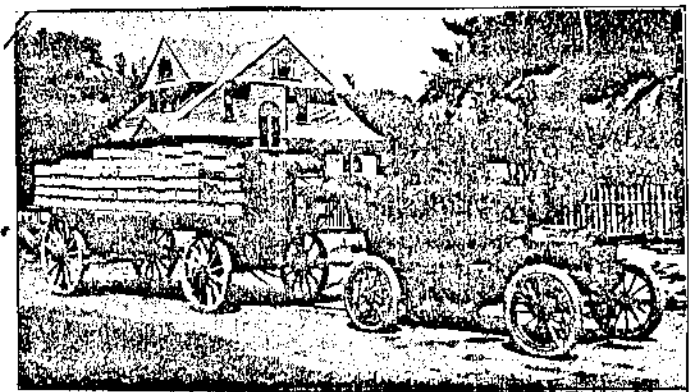
serving on its Board of Directors from 1914 to 1938 and as president in 1926 and 1927.

Burton Towne was very active in urging grape growers to ship quality grapes to eastern markets. He was one of the first growers in Lodi to put up a special pack for the auction markets. He was one of the first growers to suggest the conversion of surplus grapes into brandy for storage.

He was one of the organizers of the Citizens National Bank and served as director. When the bank was purchased by the Bank of Italy, later known as the Bank of America, he served as a member of the advisory board until his death.

Burton Towne and Alice (Weinstock) Towne had two sons: Burton Augustus Towne, Jr. (1903-1959) and Horace Dresser Towne (currently living in Walnut Grove). This would be the ninth generation in America; succeeding generations still live in the vicinity; most have been active in community affairs. The last Towne family occupant was Isabel Towne, widow of Burton Towne II.

The original Towne House in 1906 in background, a wagon loaded with grapes ready to ship; the wagon is being pulled by a horseless carriage.



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- *+# Elkhorn Slough Preserve, Mark Silberstein 408-728-2822
- *+# Fairfield Osborn Preserve, Larry Serpa 415-435-6465
- *+# Jepson Prairie Preserve, Tom Griggs 916-684-2816

Key:

- * Preserve offers guided tours
- + Preserve brochure/fact sheet available. Write to:

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 San Francisco, CA 94103
 415-777-0487

- # Preserve has an environmental education program

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St. Paul's, Sacramento Plans for 140th Birthday by John Rowan (from "The Epistle")

St. Paul's, the oldest organized church in Sacramento and the oldest Episcopal Church in the Diocese of Northern California, is planning a birthday celebration Sunday, August 13.

The City of Sacramento was established in May 1839, and in August 1849, St. Paul's Episcopal Church (then known as Grace Church) was established at Eighth and I Streets as the first organized church in Sacramento. Then, it was in the suburbs, as the "downtown area" was what is known now as "Old Town." Sutter's Fort was then in the country.

The old church, whose early members included Leland Stanford and C.P. Huntington, was a wooden structure, which did not withstand the weather well. It was demolished by a heavy gale in the winter of 1901. That same winter, the congregation decided to build a durable structure of brick or stone.

By 1903, the leaders of the church had decided on the plans for the present St. Paul's. The Neo-Gothic design that was selected was done by D.H. Burnham & Company, the company that designed the Columbia Exposition in Chicago in 1893.

The Burnham company also designed the Halladie Building in San Francisco, and the "Filoli" on the San Francisco Peninsula, as well as buildings in Washington, D.C., Cleveland, West Point, New York, and Manila.

Because of the international recognition of the Burnham company, St. Paul's is on the City of Sacramento "List of Essential Buildings" and is eligible for the National Registry of Historical Buildings.

The Rector at Grace Church from 1850 through 1851 was Orlando Harriman, who was the father of Edward H. Harriman, the president of the Southern Pacific Railway when St. Paul's was constructed between 1903-08. Edward H. Harriman was loyal to his father's church: the Southern Pacific Railway transported tons of granite from the Sierra Nevada to Sacramento at no cost to the church.

St. Paul's has stained glass windows of inestimable value. Probably the most valuable window is the Stanford Window, which was given to the Church by the mother of Leland Stanford, Jr., in his memory. The other very valuable window is the Hayward Window, the Saint Cecilia Window. The church also houses a very valuable tracker organ built in Boston in 1875.



TO THE
 LAND OF
 BRIGHT
 PROMISE

The Story of a
 Pioneer Japanese
 Truck Farming Family
 in California's
 San Joaquin Valley

By Chiyo Mitori
 Shimamoto



75

Sailing Up the Sacramento River With Redwood City Lumber, 1859-1866 by Benjamin F. Gilbert (from "Interchange," Sacramento Museum & History Commission publication)

In 1859, the striving lumber port of Redwood City, on the San Francisco Peninsula, began to ship the products from the sawmills of its nearby redwood forest almost daily to many ports, landings, ranches, and farms along the Sacramento, San Joaquin, Cosumnes, and Mokelumne Rivers. During the 1860s, Sacramento City, in particular, demanded a steady supply of lumber for constructing new homes and businesses, the State Capitol, the transcontinental telegraph line, and the Central Pacific Railroad. The amount of Redwood City lumber shipped up the Sacramento River increased considerably. Of the three vessels departing from Redwood City on Sunday, December 18, 1860, two sailed for Sacramento--the sloop *Carolina* and the schooner *Harriet Kay*. Both craft were laden with large cargoes of posts, shingles, and board lumber. The next day, the sloop *Lizzie T. Adams* sailed for "Cash" (Cache) Creek with fence posts for customers of Yolo County; and on December 22, the sloops *Wasp* and *Caroline* set sail with fence posts for Sacramento.

A month later, when the steamer *Anna* arrived at Smith's Wharf in Redwood City, on January 29, 1861, the *San Mateo County Gazette* reported that the appearance of a steamer in Redwood Creek had created a sensation, stating: "On nearing the town she was greeted by shouts and cheers, accompanied by a *feu de joie*, with shot-guns--an impromptu salute gotten up by some of our enthusiastic young men--to this the people on the steamer answered with cheers, while the engineer did good service with the steamer whistle." The *Anna* towed a barge and was reported "...to be loaded with about ten thousand posts, for transportation to the upper Sacramento River." On February 6, the schooner *Harriet Kay* carried 100,000 shingles, 2,400 feet of lumber, 3,000 posts, and 248 telegraph poles to Sacramento and on February 21, the sloop *National* sailed for Sacramento with several thousand posts and shingles.

In early March the *Anna* returned to Redwood City with a new barge, measuring 165 feet long, 28 feet beam, and 6 feet deep of hold. The *Gazette* recounted: "Her capacity given by Captain Trueworthy, is about six hundred tons, and can carry 30,000 posts ... She will take, this trip, 20,000 posts for the upper Sacramento River, and will probably soon return for more." On March 3, when the *Anna* and barge departed, they carried only 1,700 posts. The same day, the sloop *Ellen Maria*, with Captain Burges in charge, sailed from Redwood City with 1,200 fence posts for Jacobs' Landing.

The schooner *Charlotte*, on April 12, 1861, embarked from Redwood City for Sacramento with 2,000 posts, 100,000 shingles, and 15,000 feet of lumber. Among vessels taking lumber from Redwood City to Sacramento in 1862 were the sloop *Caroline*, schooner *Charlotte*, and schooner *Alameda*, which on May 30, sailed with 3,500 posts, 60,000 shingles, and 10,000 feet of lumber.

In the early sixties Redwood City shipped most of its lumber to San Francisco and to ports and landings on San Francisco Bay, San Pablo Bay, and Suisun Bay and on the Sacramento and San Joaquin Rivers, while small quantities were transported as far away as Hawaii, Japan, and China. When the projected San Francisco to San Jose Railroad reached Redwood City in 1863, lumber was conveyed by both rail and water to San Francisco. By 1866



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42-inch, Gear or Bell, 24 x 22-inch Cyl., 12-bar	305	350
48-inch, Gear or Bell, 28 x 22-inch Cyl., 12-bar	335	375
54-inch, Gear or Bell, 28 x 32-inch Cyl., 20-bar	345	400
54-inch, Bell only, 32 x 32-inch Cyl., 20-bar	380	450
60-inch, Bell only, 36 x 32-inch Cyl., 20-bar	425	500
62-inch, Bell only, 40 x 32-inch Cyl., 20-bar	470	550
66-inch, Bell only, 44 x 32-inch Cyl., 20-bar	515	600
For Trucks not wanted, deduct	30	40

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Jacks for separators are furnished with geared machines only.

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8-horse metal frame	170
10-horse metal frame	180
12-horse metal frame	190
14-horse metal frame	200
For Horse Power Jack, add to above	25

For Powers ordered without equalizers, deduct from list \$3.50 for 6-horse; \$4.50 for 8-horse; \$5.50 for 10-horse; \$6.50 for 12-horse; and \$7.50 for 14-horse.

Feeders and Band Cutters

	Wood	Steel
For 36-inch Separator, 18 x 22-inch 12-bar Cyl.	\$110	\$120
For 42-inch Separator, 24 x 22-inch 12-bar Cyl.	135	140
For 48-inch Separator, 28 x 22-inch 12-bar Cyl.	135	150
For 54-inch Separator, 28 x 32-inch 20-bar Cyl.	135	150
For 54-inch Separator, 32 x 32-inch 20-bar Cyl.	145	160
For 60-inch Separator, 36 x 32-inch 20-bar Cyl.	150	170
For 62-inch Separator, 40 x 32-inch 20-bar Cyl.	160	180
For 66-inch Separator, 44 x 32-inch 20-bar Cyl.	170	190
Number 8 Special Spokane Feeder	250	
Number 9 Special Spokane Feeder	275	
Mounted Feeder Carrier		40

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18-foot for all widths Separators	\$30
20-foot for all widths Separators	34
24-foot for all widths Separators	42
CASE Side Stacker, complete	45
Pans to change Common to Side Stacker	15

Purchasers ordering a machine without folding-stacker, will bear in mind that the stacker frame, lower shaft, pulleys and boxes, stacker hoisting-rope, belt and rake will be taken off, and are extra at an extra price.

Automatic Swinging Stackers

	Wood
Attached Stacker for all widths of Separators	\$300
Mounted Independent Stacker, complete	500

With 62-inch and 66-inch Separators, the Mounted Independent Stacker, with Stacker Frame 66 inches wide, will be furnished.

Combination Stackers.

	Wood or Steel
For all sizes of Separators	\$450.00
Combination Stacker, Chute and Gearing only	100.00
Combination Stacker complete, and Wind Stacker Pipe	300.00

Redwood City faced a shortage of vessels, but its trade up the Sacramento still remained extensive. On January 20 of that year, the *San Mateo County Gazette* described Redwood City in the following words:

It is situated upon the edge of the salt marsh that borders the Bay of San Francisco, about three miles from the Bay, and upon Redwood or Embarcadero Creek, which Creek is the great highway for a large number of vessels engaged in carrying lumber, shingles, posts, rails and cord wood, from our wharves to San Francisco and other towns on the Bay and the Sacramento River.

Sloops, schooners, steamers, barges, launches, and other craft

from Redwood City continued to traverse the Sacramento until past the turn of the century. By 1900 a few small craft from Redwood City began to cruise the Sacramento for recreational purposes and some residents even sailed to Sacramento to attend the State Fair.

Benjamin Gilbert is an Emeritus Professor of History, San Jose State University. He has written *Pioneers for One Hundred Years*, co-authored *Governors of California*, and edited and written many articles about California and the West.

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