

COMMUNITY MEMORIAL MUSEUM
1333 Butte House Road
P. O. Box 1555
Yuba City, CA 95991

SUTTER COUNTY HISTORICAL SOCIETY
NEWS BULLETIN

Vol. 2 No. 3

Yuba City, California

July 21, 1959

A HYMN FOR CALIFORNIA

By Henry Meade Bland

The Love Divine planned all things beautiful
Upon these hills of Time;
At rise of sun, at noon, in evening cool.
His was the dream Sublime.

The bordering wavelets of a summer sea
He lined with silvery sands;
He touched with marvel every waveless lee
Along the shining lands.

In meadowy April vales, a myriad fold
His gardens were supreme;
His snowy hills he lined with his own gold,
Dazzling the world with dream.

He sang his starry ancient triumph-song
For the transcendant state,
And in his music was an end to wrong,
And death to tyrant fate.

Now joy on joy be yours, O Love Divine,
And glory never before;
So let your kindness be to us a sign,
Forever, ever more.

Henry Meade Bland

We dedicate this issue of the Sutter County
Historical Society Bulletin to the memory of
three of our beloved pioneer members who have
recently gone to their reward.

Royal Clinton Hull Mrs. Mary Grace Best
Hugh D. Moncur

MIDSUMMER MEETING

July 21 - 1959

8 P.M.

Sutter County Office Bldg.

PROGRAM

Report on Historical Markers - by Bert Ulrey, Chairman

Report on State Conference of California Historical Societies - by Bernice Gibson

Speaker: Dr. W. N. Davis, Jr.
Historian, State Archives

Topic - Materials Available and Ways of Using the State Archives

Record Sheets

We are inserting a sheet in this Bulletin which we would like to have you fill in and either bring it to the meeting or mail to the Secretary of Sutter County Historical Society, P. O. Box 472, Yuba City. Records of this kind are very important to historians and to the records of our society. Remember we are making history everyday and we would like to preserve as much history as possible for the records. Mr. Earl Ramey will compile all the records in a historical record book and it will be placed with other materials of historical significance in the County Library.

See last page - Tear off,
fill out, and mail to above
address.

NICOLAUS.

HEAD OF NAVIGATION!!

DEPOT FOR ALL THE NORTHERN

MINES!

The advantages of this Town are now too manifest to be any longer denied or doubted. From actual survey on Saturday last, it was ascertained that the Bar which was last year at the mouth of Feather River had entirely disappeared, and that the only obstruction to navigation was half a mile above the mouth, where there was a narrow bar, on which was found in the most shallow passage, *three feet and two inches of water*. Between the Bar and Nicolaus there was not found in any place less than *five feet of water in the channel*; and as the river is now within six inches of its lowest stage last season, assurance is rendered "double sure" that boats drawing twice as much as the popular steamers Gov. Dana and Lawrence, can ply here constantly without the slightest obstruction.

The close proximity of Nicolaus to the rich *placers* on the Feather and Yuba Rivers, Deer, Dry and Bear Creeks, and the Forks of the American, ensures its continuance as the depot for the supplies for all the Northern Mines.

Four lines of Stages are constantly running hence to and from Marysville, passing through the projected Towns of ORO, EL DORADO, PLUMAS and ELIZA.

Tri-weekly Stages run to and from Washington, distant 60 miles, Nevada City, 42 miles, Rough and Ready, 35 miles, Auburn 25 miles, Nye's Crossing on the Yuba, 32 miles, and to the American Fork, 35 miles; in addition to which, Coaches can always be obtained to transport passengers to any other point.

Teams are in readiness on the arrival of every steamer to convey freight on the most reasonable terms to any of the Towns above, or to any of the Mines.

Nicolaus is located on the tract of land for many years known as "Nicolaus' Rancho," which has always been regarded as the most healthy point in California. It has never, in the recollection of the Chief of the Rancheria, been invaded by the turbulent stream which gracefully winds its devious way before the Town. That the climate is salubrious is evidenced in the fact, that, though several hundreds of persons have resided here for the last six months, none of them have been attacked with any of the diseases incident to other parts of California, and that there has been but one death in the neighborhood for several years.

To the Merchant, the Speculator, the Trader, the Mechanic and the Miner, we unhesitatingly assert that Nicolaus presents greater advantages than any other place in California. We offer the unsold Lots at original prices, and invite all who are desirous of securing comfortable homes, or acquiring rapid fortunes, to visit the Town, judge for themselves, and make their investments before the most eligible of the unsold Lots are disposed of.

CHARLES BERGHOFF, Cor. Front and Sutter Sts., Nicolaus,
JOSEPH GRANT, Tehama Block, Cor. Front and J Sts.,

Sacramento City,

Nicolaus, August 4, 1850.

Agents for the Sale of Lots.

"Sacramento Transcript, Print."

"STEAMBOAT ROUND THE BEND"

Mr. Jerry MacMullen tells the following stories of river trade in his book Paddle-Wheel Days in California, Stanford Press, 1944.

"It was early in 1854 that the various owner-captains and businessmen who owned several steamboats decided to get together and pool their interests in river navigation. In March of that year, the California Steam Navigation Company was formed, a name which has been of some importance in California river history.

One of the first things to be done was to set freight rates and passenger fares in order to eliminate the "dog eat dog" days. It was decided that those wishing to go to Marysville could afford to pay \$12; \$2 less would take a passenger to Sacramento and the fare to Stockton was \$8. This was for fare only; cabin, meals, liquor and other necessities were charged up as extras. Freight was \$6 a ton to Stockton, \$8 to Sacramento and \$15 to Marysville. If you wanted to ship anything to Red Bluff via the Sacramento River you paid \$50 a ton. All of these rates were from San Francisco. Titles were given the agents and we find Gov. F. F. Low as agent at Marysville.

The California Steam Navigation Company lasted for many years in spite of ups and downs but finally succumbed to the railroads.

The golden age of steamboating had ended. In 1871 they sold out to the California Pacific Railroad, for \$620,000 and many of the "floating palaces" were converted into ferry boats, broken up, or hauled up on the river bank and left to rot,

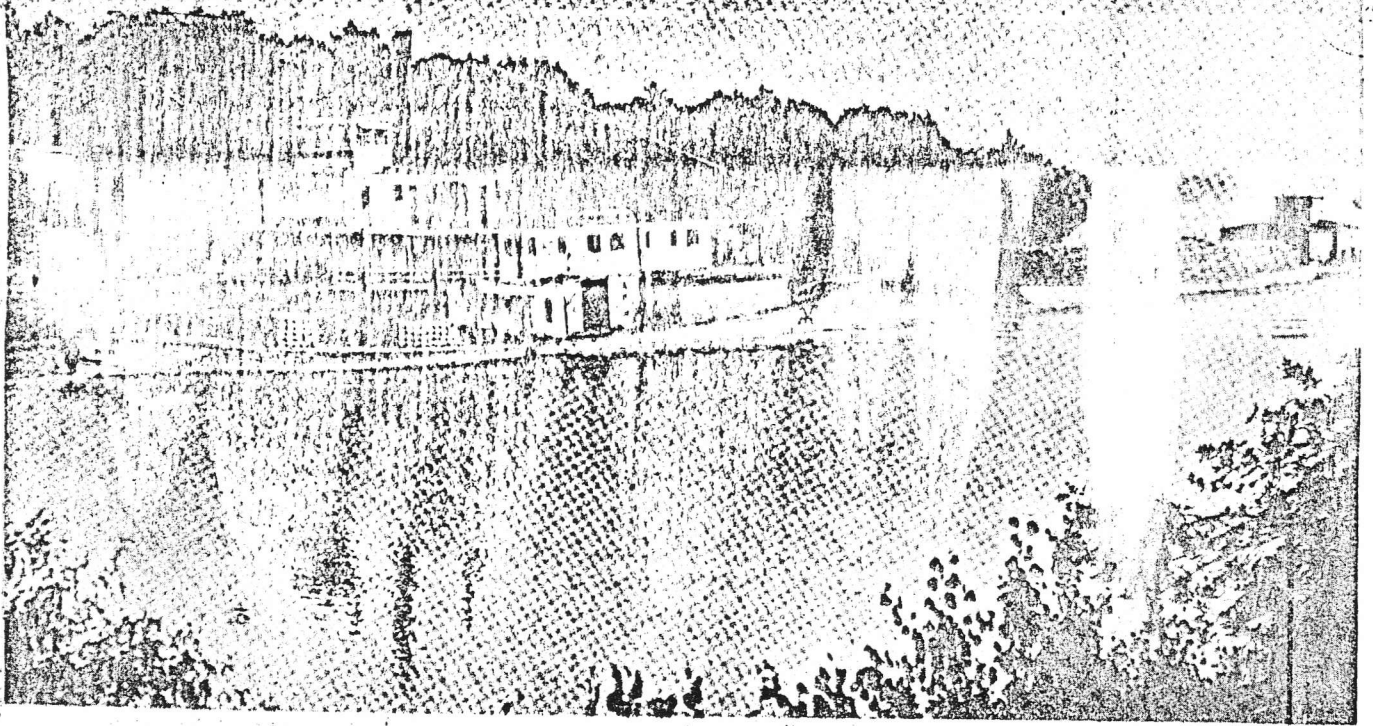
BARGES OF GRAIN, BEANS, AND RICE

Barges were introduced on the rivers as a means of transporting great loads of grain to the markets, however, these barges presented a problem to the steamship companies. There was no place to put the tow-bitts, but those early river boat men had the ingenuity and imagination to come up with something. The main hog-post was developed which you may observe in the picture of "The Dover".

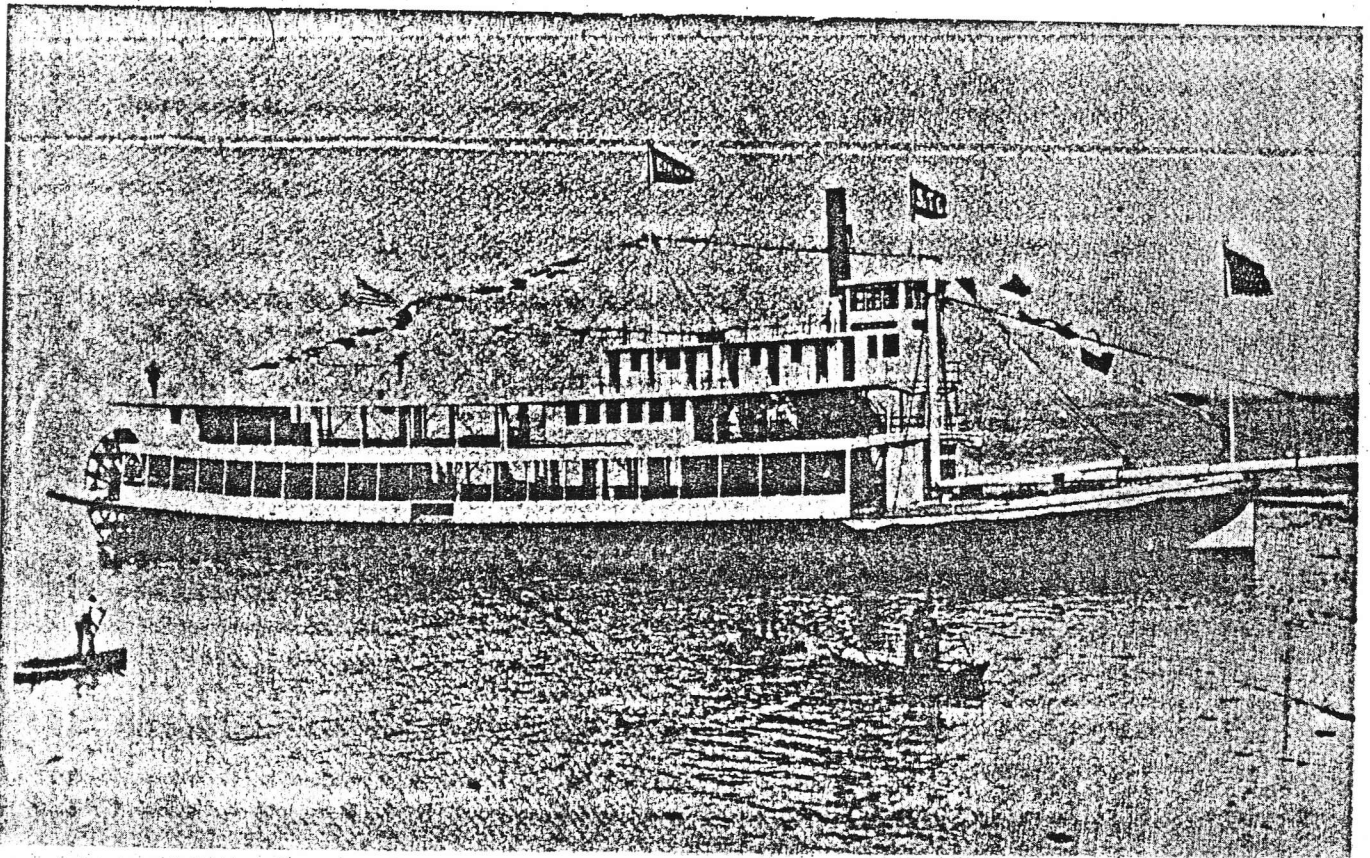
Steamers which might expect to do towing jobs were therefore fitted with a special bit of blacksmithing atop the center hogpost. It was swiveled to swing from side to side, and from it hung a wire pennant with a heavy wooden toggle spliced into its outer end. There was an eye-splice in the barge's towline, through which the toggle was slipped. Thus hooked up, steamer and tow would get under way; when they wanted to let go, the steamer slowed down until the barge slackened up her line, the toggle was then slipped out, and the barge drifted in to its landing. Incidentally, the San Joaquin No. 4, touted at the time of her building as "the most powerful inland vessel in America", towed as many as five barges, tandem, at one time.

THE COLUSA

Dr. Robert Semple of Corning, who took time out from the practice of medicine to build a small steamboat named the Colusa. The Colusa was the dream of Dr. Semple and was destined to serve the farmers of the upper Sacramento. This noble venture lasted for one voyage only and returned to San Francisco to decay from view.



THE DOVER, TOWING A BARGE OF GRAIN BY A LINE FROM HER HOG-POST



Farmers on the upper Sacramento were served by the *Colusa*.

TRANSPORTATION VIA PADDLE WHEELS AND FERRY BOATS

Anecdotes along the Feather
as related by Royal C. Hull (1958)
Edited by Bernice B. Gibson

Royal C. Hull was the son of Mr. and Mrs. T. B. Hull, prominent pioneer citizens of the Tudor area. Roy, as he was affectionately called by all his friends, was born and reared on the Tudor homestead, one mile west of Tudor. He spent most of his 88 years in Sutter County and knew everybody and their kinfolk for three generations. His mother was a Wilkie, daughter of another pioneer family of Sutter County.

The following stories and happenings which occurred along the Feather were related to me one morning in a recorded interview. It is my pleasure to share Roy's memory of early days with the reader.

The river road which extended, generally north and south, between Yuba City and Nicolaus in early days ran along the banks of the river almost to Star Bend, from there on it followed approximately the same route as the Garden Highway does at present. As the levees were built, the river bank road was set back to its present location. A sixty-four foot strip was always kept open along the river front for landing of the steam boats. At first the farmers used the strip to pile cut wood to sell to the steam boats. Later everybody piled their wheat along the river bank for shipment to market. All the ranchers around the area hauled their grain to Star Bend, banked along the river where the boats picked it up for market. Most all of the shipping was done by river until 1890 when the boats quit running on the Feather and the railroads took over.

The boats owned by Ellis, Knight and Rideout of Marysville, and Bingham and Rideout were in partnership on the railroad. Bingham and Rideout sold the railroad to Southern Pacific but the sale was not culminated until Ellis and Knight included their interests in the boats also. Garret and Knight put it in the contract with Southern Pacific that freight rates from Marysville would not be raised any higher than they had been on the boats. The Southern Pacific grounded the boats and thereafter the railroad was in business. Rideout offered to sell the boats for \$2500 apiece however, the boats were later sold for \$50 apiece. The boats weren't worth much after the railroad took over.

Garret was a Marysville wholesale grocer in early days. He was a bit exclusive because he had control of the freight rates, however, the railroad commission came into being about that time and took over.

After the 1907 flood, at which time most of Sutter County was flooded, much repair work had to be done on the levees. A large dredger was brought up the river and was used to dredge out the river and build the "sand levee". The route of the "River Road" was changed somewhat by the building of the levee. The road followed the stream of the river more or less, however, in some places it was a half mile or more away from the river bank. Below Hock Farm the road swung out, to the west, in order to get around Abbott's Lake.

Roy recollected hearing his mother tell about the six horse stages traveling up and down the road in the early '60's. There were four stages a day. Two traveling north from Sacramento, or New Helvetia, and two traveling south. It was necessary for the stages to cross the river at Nicolaus on the Ferry Boat which plied its way back and forth across the river until about 1915. Another stage left Yuba City and turned west on what is now Barry Road. It crossed the tule and came in at Cole Grove Point on the Sacramento River.

Roy's Uncle Jack Wilkie used to talk about the River Road on the banks of the Feather as early as 1856. T. B. Hull did not come down from the mining country until about 1860. Previous to 1860 Mr. Hull and McMath of Yuba County ran a fast freight line out of Marysville to the mining country, the end of the line being San Juan. The freight line consisted of a spring wagon and four horses. The commodity was fruit and vegetables for the miners. They bought their horses from the Wolfskill family. Mr. Wolfskill came here in the very early days and raised American horses. Other stock men raised the Spanish mustangs which were much smaller horses than the American horses. Mr. T. B. Hull quit the freighting business and took up land in the Tudor section in 1862, which was the next season after the big flood of 1861. He built a home on land which was not covered by water, just south of the corner at Sawtelle Avenue and Tudor Road. He kept building onto the house, even building a second story. There was always quite a family around. Besides three children of their own, Mr. and Mrs. Hull reared ten other children. Some were with them for longer periods than others.

Mr. Hull's first enterprise was raising grain, wheat and barley, however, he always had more or less cattle and hogs for market. For a number of years the Hulls banked their grain on their own ranch. When they were ready to ship, the grain was hauled to the river across country from the home place to the boat landing which was about a mile south of Hock Farm. Later, the Ashford Warehouse was built at Star Bend. In the 80's they hauled to the warehouse. Grain was placed in the warehouse out of the field and you were able to sell your own grain and not a warehouse receipt. When grain was taken from the dry field and placed in the warehouse along the river, it generally increased in weight enough to more than pay for the storage. Wheat went through a sweat which was necessary to make good bread flour. Some warehouses did not give the farmer the benefit of the increase in weight.

Steamboats came up the river every week and whenever you sold, the grain was picked up. Sometimes it would lay on the banks for a month. Roy told of seeing the whole river bank stacked with wheat and nobody within a mile of it. Nobody ever lost a sack. It was not necessary to put a watchman out.

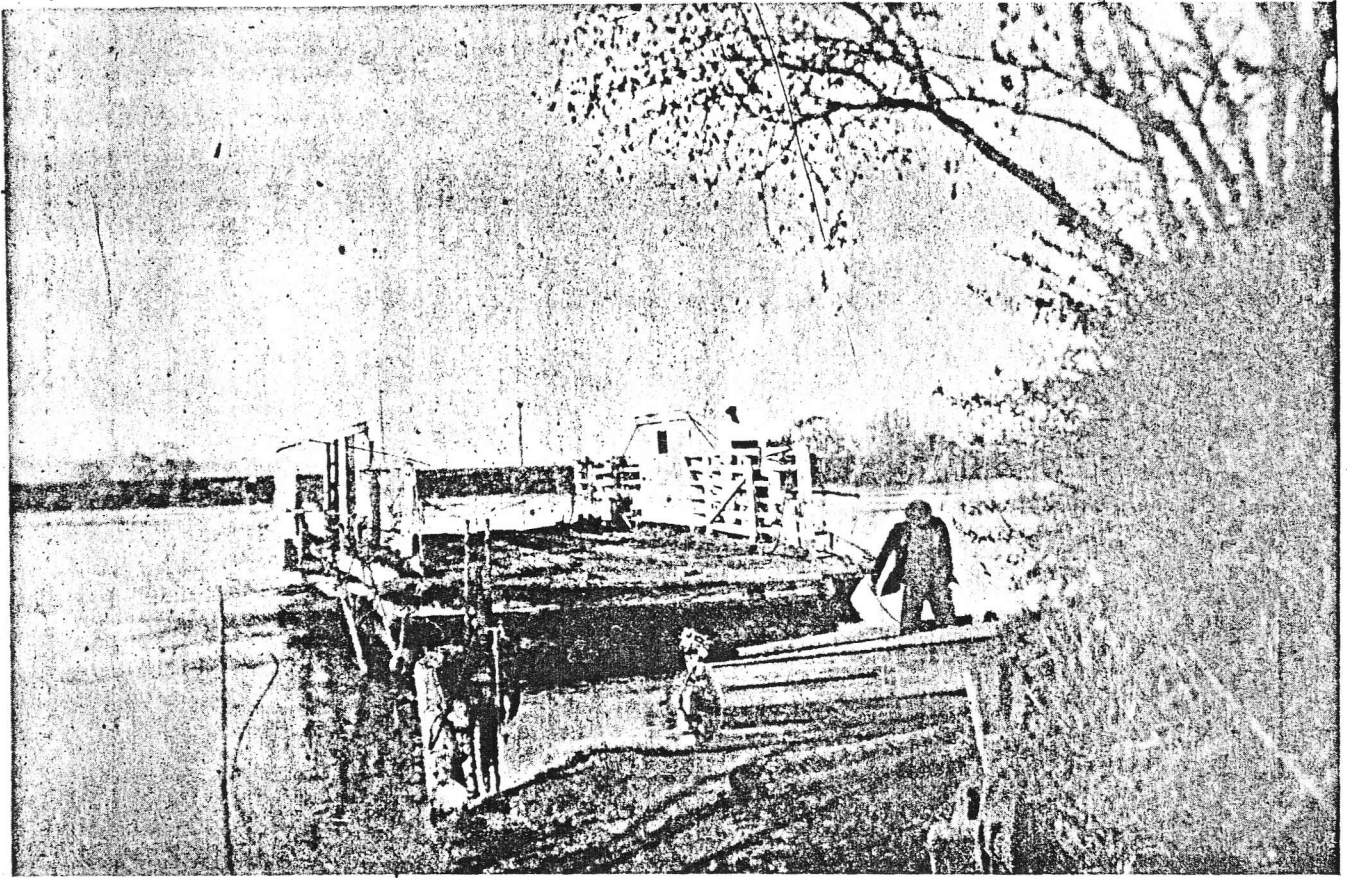
Most of the wheat was shipped by boat to Port Costa and placed in warehouses there to be shipped to England.

Some of the well known grain buyers of the '80's were Wilcoxon, W. T. Ellis, Garret and Sam Trainer. Each buyer visited the farmers and left with a sample of grain. Some years harvesters would hang a sack in the dog house of the thrashing machine and every round or two the sack sowers would throw a hand full of grain into the sack. That made a fair sample of grain. Many times the buyers plugged a sack and half the grain ran out on the ground.

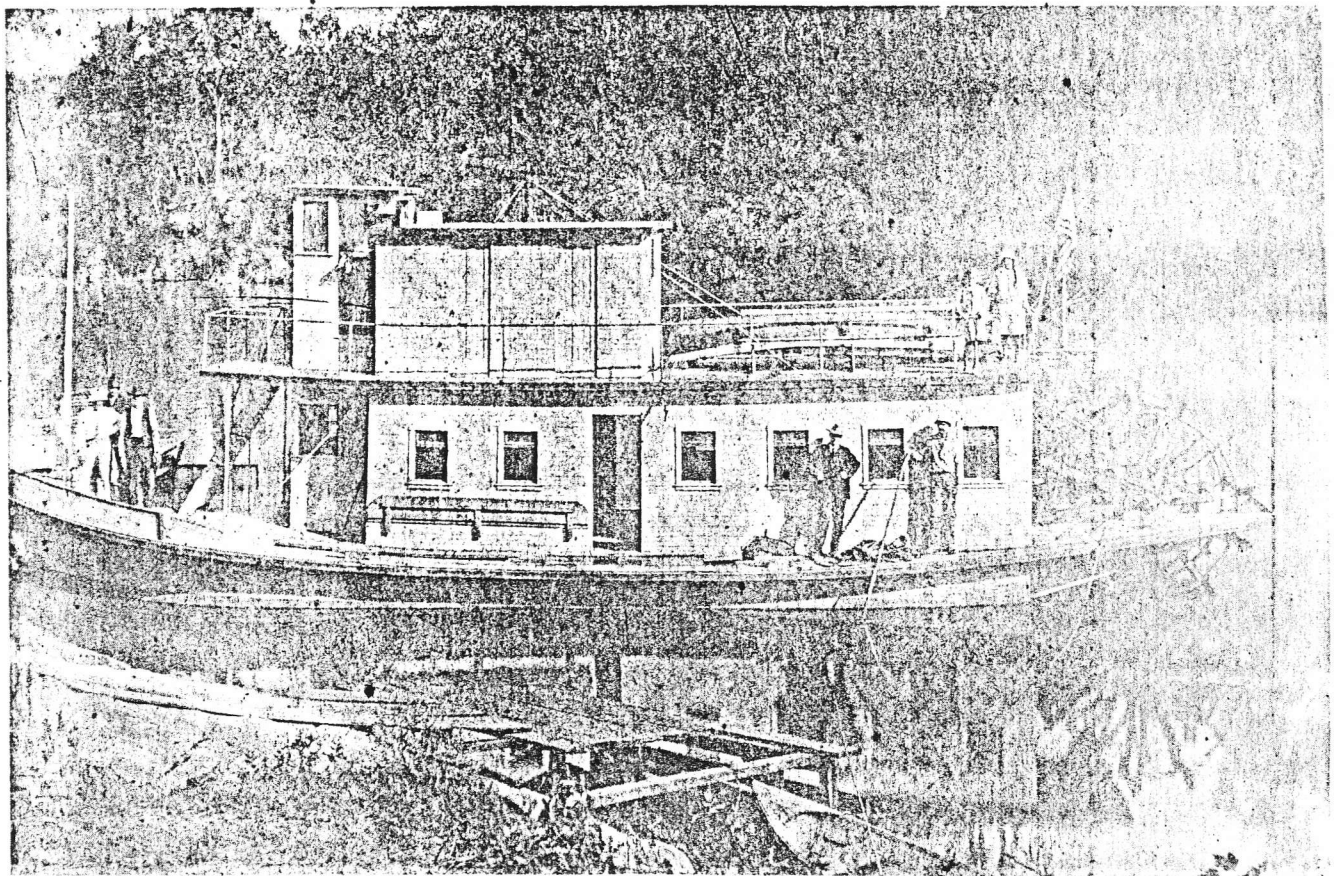
In 1885 Roy and his father started planting peach orchards. In those days nobody knew what to plant. The cannery didn't know what they wanted. The Hulls planted a lot of peach trees and had to dig them up because they weren't the right kind. Certain kinds of peaches colored the syrup and the canners wouldn't stand for that. No matter how good the flavor was, they wanted the syrup clear. The Hull orchards were planted on the river land where they depended on the river for sub-irrigation. The water level along the river was about eight to ten feet in the summer time. Some years it wasn't that deep. Vegetables, beans and corn, could be planted in August and the ground would be wet enough to grow a crop without irrigation.

The cannery in Yuba City was built about 1886. Roy first delivered apricots to the YubaCity cannery in 1886 and then he hauled both peaches and apricots for several years. Later, they hauled to the Marysville cannery which was located in the old Fair Pavillion at the foot of Third Street. It ran from the foot of Third Street back of the present P. G. and E. yard next to the railroad. The first cannery in Marysville was located on the site of the present county hospital, north of town. That one was built about 1884 and burned down after two years run. Roy hauled all one season to the Marysville cannery because he had difficulty getting along with the Irishman who ran the YubaCity cannery. The fruit was hauled with two horse teams. The wagons were box beds and springs on the axles. The wagons carried about two to two and one-half tons per load. Each driver made two trips per day. Some of the early varieties of clingstones were Tuscons, Georgia Lates, which was a white peach, and Winters White Cling. The white clings went well for a couple of years and then the demand changed to yellow clings. The lemon cling was in demand. The next orchards planted consisted of California orange cling, Runyons orange cling and Tuscons. Later these varieties were rejected because of large pits. The last orchards planted by the Hulls were Johnson and House clings.

Roy went to his reward just recently but left us a very rich heritage and many happy memories of his sunny nature. Two days before his death, he visited your secretary in the County Office Building and spent the time reminiscing.



FERRY BOAT FROM SUTTER COUNTY
TO GRIMES, COLUSA COUNTY



PADDLE WHEEL ON THE FEATHER RIVER

RECORD OF MEMBERS OF SUTTER COUNTY HISTORICAL SOCIETY
AND PIONEERS OF SUTTER COUNTY

NAME: _____ (_____)
Maiden name

BIRTHDATE	BIRTHPLACE	DATES & PLACE OF MARRIAGE	BUSINESS OR PROFESSION	PIONEER BACKGROUND	EDUCATION (EARLY SCHOOLING)
		(Wife's maiden name)		(When and how did your family arrive in California)	

ANYTHING OF INTEREST WITH WHICH YOU OR YOUR FAMILY MAY HAVE HAD CONNECTIONS.