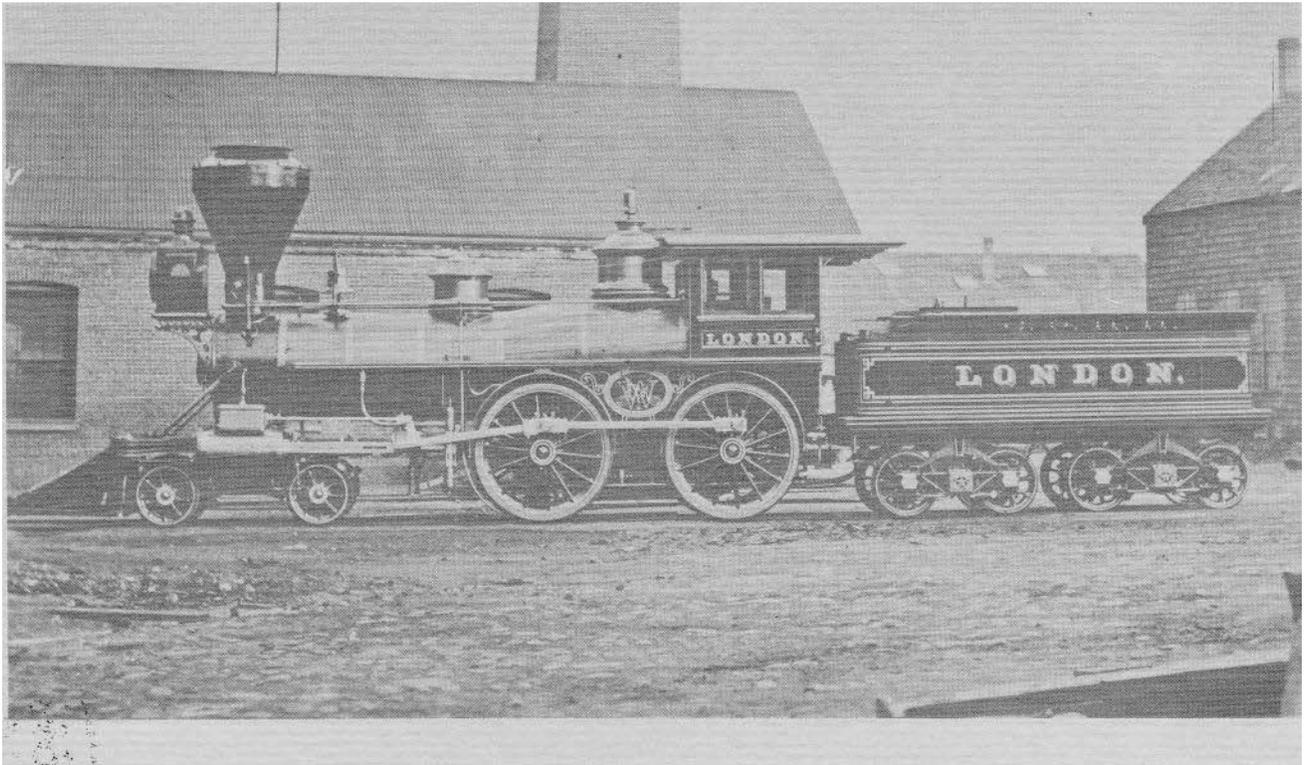


SUTTER COUNTY HISTORICAL SOCIETY
NEWS BULLETIN

VOL. X, NO. 2

YUBA CITY, CALIFORNIA 95991

APRIL, 1971



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COVER PICTURE

The London No. 13 is one of the locomotives of the California Pacific Railroad Company. The fourteen locomotives of the company were made in Taunton, Mass., by the Mason Machine Works.

No. 1 Vallejo

2 Marysville

3 Solano

4 Yuba

5 Yolo

6 Napa

7 Wm. Mason

No. 8 Sacramento

9 J. W. Ryder

10 D. W. Rice

11 D. C. Haskins

12 Wm. F. Rolofson

13 London

14 Frankfort

The Vulcan Iron Works, San Francisco, built a very small locomotive that was used as a combination car and aptly named "Flea." It was later renumbered 229 by the Central Pacific. Still later it was No. 4 on the Sierra Nevada Wood & Lumber Co.'s road. It was also used by the Napa Valley Railroad as the "Napa City" and then scrapped about 1921.

The pictures of the locomotives are published with the permission of Gerald M. Best, author of Iron Horses To Promontory, Golden Spike Edition, Golden West Books, 1969.

The NEWS BULLETIN is published quarterly by the Society at Yuba City, California 95991. Annual membership dues of \$2.00 include receiving the NEWS BULLETIN. Life membership is \$25.00. Your remittance should be sent to Lola Case, Treasurer, P.O. Box 1266, Yuba City, California 95991.

THE SOCIETY'S ANNUAL DINNER MEETING

The annual dinner meeting of Sutter County Historical Society will be held in Sutter on Tuesday, April 20, at 7 P.M. in the Sutter Youth Organization Bldg., Acacia Ave. and Butte House Rd.

Dinner will be served by the Sutter Junior Women's club, at \$2.75 per plate.

Peter Jensen, an assistant anthropology instructor at the University of California at Davis, will be the speaker. His topic will concern the Indians who many years ago inhabited the Sutter Buttes area.

THE OFFICERS OF THE SOCIETY FOR 1971 - 1972

Randolph A. Schnabel was reelected president of the Sutter County Historical Society for the 1971 - 72 term, at the reorganization of the newly-elected board of directors, Jan. 19, 1971. Also chosen were William A. Greene, Jr., to succeed James H. Barr as vice-president; Mrs. Lola Case, treasurer and Miss Jessica Bird, secretary. The two latter were reappointed.

The board of directors now includes the following: President Schnabel, Vice-President Greene, Howard H. Harter, George Briick, Mrs. Ida E. Doty, Mrs. Thomas C. Mulvany, all of whom were reelected for another term; Starr Poole, Mrs. C. W. Rankin, Mrs. B. E. Epperson, Leo Wadsworth and Mrs. Walter Ettl, all new members of the board.

Retiring from the directorate after long service to the society were Mrs. Florence Arritt, Mrs. Mary Poole, Mrs. Elizabeth Curtis, Mr. Barr and Burwell W. Ullrey.

The following chairman of standing committees have been announced: News Bulletin, William Dawson; Museum, Mrs. Doty; Membership, Mrs. Rankin; Publicity, Miss Bird.

An index and file of all of the past issues of the NEWS BULLETIN may be found in the Sutter County Library and in the Marysville City Library.

SUTTERANA

FIRE AT HOCK FARM

We were informed by General Winn who was at Hock Farm Sunday night that about 500 Indians of various tribes had assembled at the Indian rancheria at that place for the purpose of celebrating a festival by a dance. Capt. Sutter and his guests were present at the dance; respectful attention was shown them by the natives. In the evening after the visitors had returned to the house of Capt. Sutter, a member of his establishment having become offended with some of the Indians who failed to take him across the river in a boat as soon as he wished ... went to the rancheria and set fire to a large house to gratify his revenge. The man who started the fire was known to the Indians who manifested great indignation at Capt. Sutter's residence. The Captain and his visitors went to the fire and did their utmost to extinguish it... The Indians, the Chief of Sutter's tribe among them, had all concluded to leave Hock Farm. At first they were obstinate; but upon Capt. Sutter's representation to them that it was not his fault that the deed was done - that he felt sorry on account of it - that the offender should be punished and the damage repaired, they were pacified and gave up their intentions of leaving. From the "Sacramento Transcript," June 25, 1850.

(Note: Captain Sutter's main concern at this time was the threatened loss of his labor supply. The grain harvest was underway and he needed his Indians.)

SUTTER COUNTY'S FIRST RAILROAD

THE
CALIFORNIA PACIFIC RAILROAD COMPANY

by ROBERT L. RYAN

In 1850, Marysville was the headwater for traffic moving on the Feather River to the northern mines. While a few hardy or perhaps foolhardy captains were able to take their vessels to Oroville, the depth of water prevented this most of the year. Citizens of Oroville did not accept this act of nature and indicated quite often that they felt Marysville had by edict determined that river traffic should stop there. In August, 1852, Marysville papers reported that 24 sailing vessels were tied up at the Marysville landing.

The fare from San Francisco to Marysville in 1850 was \$35.00 but this trade was so rich that vessels could earn their cost in six months. Competition in 1852 dropped the fare to \$5.00. Freight rates did not reduce to the same extent, and soon the California Steam Navigation Co. was able to buy the competition and increase the rates again. Marysville citizens attempted to meet this combine by organizing the Citizens Steam Navigation Co., and the men who organized this line later appear as directors of the first proposed railroads. They were John H. Jewett, Pres.; William Hawley, V. Pres.; H. Richardson, Sec.; and other "trustees" in addition to the officers named were M. Chesseman, M. Brumagin, Peter Decker, C. B. Macy, J. M. Ramirez, J. T. O'Farrell and J. E. Galloway. This company's first vessel was the ENTERPRISE and later the QUEEN CITY.

Since navigation of the Feather River even as far as Marysville was difficult at times due to the volume of water, the urge to have a railroad was strong. In 1852, J. C. Fall of Marysville became the first president of the proposed Sacramento Valley Rail Road Co. The plan was to build from Sacramento, crossing the American River at some point east of Sacramento, then following along the foothills on the east side of the Sacramento Valley to Marysville.

It should be noted that while Yuba City was established as a community in 1849 and appears on official maps in 1872, it was not incorporated until 1908, and early newspaper reports and many historical records use the name Marysville to apply to Yuba City and Sutter County.

The California Legislature enacted a "Railroad Bill" in 1853 that made any proposed railroad an impossibility due to the restrictions placed on the use of capital, and only after this act was amended in 1853 was railroad construction possible. To meet the requirements

of the amended act, the Sacramento Valley Rail Road Co. was reorganized, and at this time Col. Charles Lincoln Wilson became president and the directorate no longer included Marysville men. The basic plans were not changed and Theodore D. Judah was brought from the east to survey the route and to be the Chief Engineer for the railroad. Judah surveyed from Sacramento to Negro Bar, finding stone and timber at that point to cross the American River. He also went northerly to about the present town of Lincoln and is credited with platting the town of Folsom at Negro Bar, and the town of Lincoln at a later date. However his estimates of cost for construction of the railroad, which might have been based on his experience in the East, were so far below actual costs, that when the railroad reached Folsom it could not be financed further, and the construction firm headed by L. L. Robinson took over control of the railroad. Col. Wilson was out as a result, but did try again by promoting the California Central Railroad from Folsom to Lincoln with Judah as his Chief Engineer.

While the Sacramento Valley R. R. was getting started, other men from Marysville had a survey made in March of 1853, to determine the possibility of a railroad on the west side of the Feather River headed for Benicia. Benicia had been platted by Robert Semple as a city to compete with San Francisco since it was so much closer to the mines.

Based on the survey and an estimate of cost for a railroad, the Common Council of Marysville, in a meeting held February 6th, 1854, passed a resolution calling for a special city election to authorize a bonded indebtedness of \$800,000.00 to be used to subsidize the construction of a railroad, then called the Marysville and Benicia Railroad Co. On February 27th, 1854, the voters of Marysville approved the issuance of bonds as proposed by a vote of 964 yes, 32 no.

At this time, historians and the minutes of the Common Council do not agree as to the name of the railroad that they were to subsidize. On March 4th, 1854, the Common Council passed the ordinance authorizing the subscription in the amount of \$800,000.00 and the issuance of such bonds, to be used in the actual construction of the Marysville and Benicia National Rail Road Co. Other historians state that it was to be the Marysville and Benicia Rail Road Co. Even Bancroft's "Chronicles of the Builders," Historical Series, call this road the Benicia & Marysville National Railroad Co. Marysville citizens had no problem, they called it the Benicia road. So forgetting the names that differ, this proposed railroad was to have in addition to the subscription from Marysville, a grant of \$250,000.00 from Benicia in bonds, together with property along the waterfront in that town, and the State of California was to grant the right-of-way over public lands, especially in the overflow area of the Sacramento River, in return for embankments that might control flooding and in turn make some of this land available for agriculture. With all this promise, the railroad could not get started.

In 1857, a new survey was made by W. J. Lewis and F. Catherwood, along the same general lines as the early survey. It seems that

most of the problem was construction on the overflow lands of the Sacramento River, and this new survey must have indicated that this problem could be solved. The San Francisco and Marysville Rail Road Company was then organized in the same year but was faced with the financial problem of securing the same subsidy from Marysville, Benicia and the right-of-way over public lands from the State of California. In 1859, the California Legislature did authorize the construction of a drawbridge over the Sacramento, exact site not stated, and also agreed to grant to the company certain sections of land in the overflow area, together with the right-of-way requested, provided the railroad was fully completed to Marysville. The Marysville subscription was not renewed nor does it appear that Benicia could offer any subsidy to this road.

Other citizens of Marysville felt that the delay in any construction of the proposed Marysville to Benicia indicated that this road could not be built and that there was a much better chance of completing a railroad as first proposed by the Sacramento Valley R. R., to come from Folsom, over the American River, then north to Marysville. Col. Wilson, having lost his position in the Sacramento Valley R. R., still had the survey and the services of Theodore D. Judah, so in April 1857 the California Central Railroad Co. was organized and the officers were J. C. Fall, President; William Hawley, V. P.; John A. Paxton, Treasurer; Ira A. Eaton, Secretary. All of these names were or would be members of the Common Council of Marysville. Col. Wilson this time was the contractor and Judah the Chief Engineer. They were successful in completing the road to Lincoln, connecting with the Sacramento Valley R. R. at Folsom but again financial problems beset the company, and the road became the property of the Central Pacific, the first acquisition for them. As soon as the Central Pacific was finished to Roseville, the portion of the California Central from Folsom to Roseville was abandoned. Marysville still did not have a railroad.

Now, some progress was being made by the San Francisco and Marysville Rail Road Co. The Marysville City Library has an interesting report made by the Chief Engineer of that road, dated May 10th, 1860, concerning the progress made to date, mainly for the year 1859. The report refers to the former proposed line known as the Marysville and Benicia Railroad Co. and also mentions the survey made by Theodore D. Judah for a railroad to be called the Sacramento and Benicia Railroad. The Engineer's report was intended to inform the citizens of Marysville of the progress and to secure their support for a subsidy, since a proposed subsidy was pending. On January 19, 1857, the Common Council of Marysville had again proposed that the city subscribe to stock of this railroad. It was recognized that the existing city charter did not permit such a subscription, so at first it was thought that the charter should be amended and have the amendment approved by the Legislature. Later, however, the matter was directed through the courts, and on April 20, 1859, the California Supreme Court issued an opinion that Yuba County could issue bonds in the amount of \$200,000.00 for the purpose of subsidizing the San Francisco and Marysville Rail Road Co. The bond issue was approved by the voters of the county who now shared the obligation with Marysville. With the bonds authorized, Yuba County first issued \$100,000.00

of its bonds and delivered them to the railroad company, who used them, as customary, as collateral to the bonds issued directly by the company, which were then delivered to the contractors or to other suppliers.

In May 1858, the directors elected included the following from Marysville: S. M. Bliss, J. R. Brett, William A. Campbell, James Grant and William K. Hudson. Also elected, Captain John B. Frisbee of Vallejo. Mr. D. C. Haskins was selected as the contractor to build the railroad and these last two men had much to do with the completion of the railroad.

Captain John B. Frisbee was the son-in-law of General Vallejo. He had farming land in Napa, Solano and Yolo counties and needed transportation for farm products. He also had business property in Vallejo and along the waterfront in that town.

D. C. Haskins, a resident of Marysville, seems to have in addition to his position as contractor, much of the responsibility of the purchase of materials, since he was to be paid in bonds of the railroad, and would need to find some party that would accept the bonds in payment and who would also advance cash for bonds to be used in the payment of labor. He went to England in 1858, shortly after his election as contractor, and in a report made much later in Marysville, stated that he had arranged to place \$500,000.00 of the bonds of the railroad for rails and other iron supplies, and that the final negotiations were to be concluded in 1860.

With the assurance of supplies, construction was started from Marysville, proceeding southerly and planned to cross the Sacramento River at Smith's Ferry. Soon, however, this route was changed to a more direct route to Knights Landing. Today, Smith's Ferry does not appear on modern maps; it was located near El Dorado Bend on the Sacramento. The Chief Engineer's report of May 10, 1860, states that 5 miles of grading had been completed in 1859 south of Yuba City, and 1½ miles of grade on the overflow lands with 7 more miles to be completed. The report also states that a subcontractor had finished 4 miles of grading south of Knights Landing.

On August 26, 1860, Mr. Haskins started for London to complete the sale of bonds in accordance with the commitment made in 1858. On his arrival in London — and remember that these were days of much slower vessels — he found the house with whom he had made the prior arrangements was insolvent and declared bankrupt. An attempt was made to bring suit to enforce the original agreement, without success. Mr. Haskins then found another firm who had offices in both Manchester and Liverpool, and they accepted an order for six thousand tons of rails and other needed iron fixtures. Payment was to be the bonds of the railroad in the amount of \$500,000.00, and any difference between the cost of iron and the face value of the bonds was to be adjusted in cash to the railroad. The bonds were left in England with the further understanding that they were not to be negotiated until such time as iron was actually delivered to the railroad. When the

first shipment of rails was due to leave Liverpool, news arrived concerning the start of the Civil War, and that an English ship, the STAR OF THE WEST, had been fired upon and perhaps a blockade would be established. All shipments were then held awaiting further news that might indicate a settlement between the Union and the Confederate States. When Mr. Haskins reached New York he found that there was little chance of settlement, and the English firm declined to effect any shipment until peace was restored.

While Mr. Haskins was in England and returning to California, work on the railroad ceased and the citizens of Yuba County became quite concerned about the first \$100,000.00 in bonds issued to the railroad and that additional bonds in the same amount were to be issued under the original agreement. Upon Mr. Haskins' return to Marysville, just after the first of February 1862, he promised a full report. On February 20, 1862, the Marysville Daily Appeal printed an editorial requesting all citizens to read the report made by Mr. Haskins as printed by the newspaper that same day and to try and judge "fairly and impartially" the situation as it now exists. Mr. Haskins' report as it appeared was subsequently reprinted under the heading "Early Days In California" on March 30th, 1904. Much of the report has been recited except that he stated he had "strong assurances" from several parties in New York who might provide funds for the construction of the railroad. He also attempted to assure the Yuba County Taxpayers that they would not be called upon to provide the additional \$100,000.00 in bonds until such time as iron is laid down in California. Mr. Haskins also attempted to minimize the damage that was supposed to be major to the graded roadbed by the floods in the fall of 1861.

This report sparked a citizens meeting that had been arranged prior to the publication of the report from Mr. Haskins. On February 28th, a meeting was held in Marysville's City Hall. The discussions brought forth resolutions, amendments and quite a few "legal" opinions. It was finally recognized that the bonds already issued could not be recalled or rendered invalid, and the agreement to issue additional bonds could only be terminated if a majority of the shareholders of the railroad would agree to the cancellation of the contract. A committee of five persons were named: E. Van Muller, R. S. Mesick, Jesse O. Goodwin, Lewis Cunningham and J. H. Jewett, and were authorized to act as follows:

"Resolved, that a committee of five be appointed to take such steps as they deem proper, to release the County of Yuba from any further liability by reason of the subscription of \$200,000.00 to the Marysville and San Francisco Railroad Co."

Notice the name used in the resolution.

The Committee of Five must have had quite a problem, since on March 13th, following their appointment, the Appeal published the wording of an act of the California Legislature for the "benefit"

of Yuba County. The act reads in part:

"Section 1 of An Act, authorizing the Supervisors of Yuba County to subscribe \$200,000.00 to the capital stock of a Railroad Company, is hereby amended as follows:

"Section 8. It shall be the duty of the Board of Supervisors of the County of Yuba to levy a tax... " an Interest Tax," sufficient to raise the amount of interest required each year on bonds issued hereinafter. And in the year 1864, there shall be levied a tax of not less than ten percent of the whole amount of said bonds outstanding... for a "Loan Fund" for liquidating said bonds...

The details of any agreement that might have been reached by the Committee of Five, are not too important, except the County of Yuba did not have to issue the additional \$100,000.00 in bonds.

The Yuba County Grand Jury made an investigation into the affairs of the railroad and reported: the railroad held subscriptions from individuals in the amount of \$226,000.00, and bonds issued by towns and counties should be \$400,000.00 (perhaps counting a total of \$200,000.00 from Yuba County) and the value of land grants when the railroad is finished would be \$600,000.00, and the lands granted for rights-of-way by Sutter County and the State of California, together with waterfront lands in Benicia, were valued at \$1,750,000.00. However, against the assets that might develop on completion, the contractor holds a general mortgage against all of the property in the amount of \$1,500,000.00 and, further, the existing roadbed was actually badly damaged by the floods of 1861.

While the San Francisco and Marysville R. R. was facing all of the problems, and construction stopped, citizens of Oroville, faced with heavy freight costs from the Marysville landing, were successful in planning and actually building the California Northern Railroad from Oroville to Marysville. The company was incorporated June 29th, 1860. Work on grading started January 23rd, 1861, and this work was finished in October 1862. The same delays were experienced in securing railway iron due to the Civil War, but on February 8, 1864, trains ran from Oroville to Marysville, but still there was no connection to Sacramento, Benicia or Vallejo.

In 1863 there were events that appeared to be encouraging for the construction of the San Francisco and Marysville. The financial house of M. K. Jessup and Co. of New York City sent John H. Polhemus to investigate the affairs of the railroad. The Appeal, on March 11th, 1863, stated that it had been indicated and understanding had been reached with Captain John Frisbee and D. C. Haskins, subject to final approval by the Board of Directors of the railroad. Then on March 30th, 1863, Captain Frisbee and D. C. Haskins directed a telegram to the Marysville City Council, from New York City, stating that negotiations had been completed for financing the railroad.

It would appear that the arrangements contemplated in the agreement to finance the road included securing land grants from the Federal

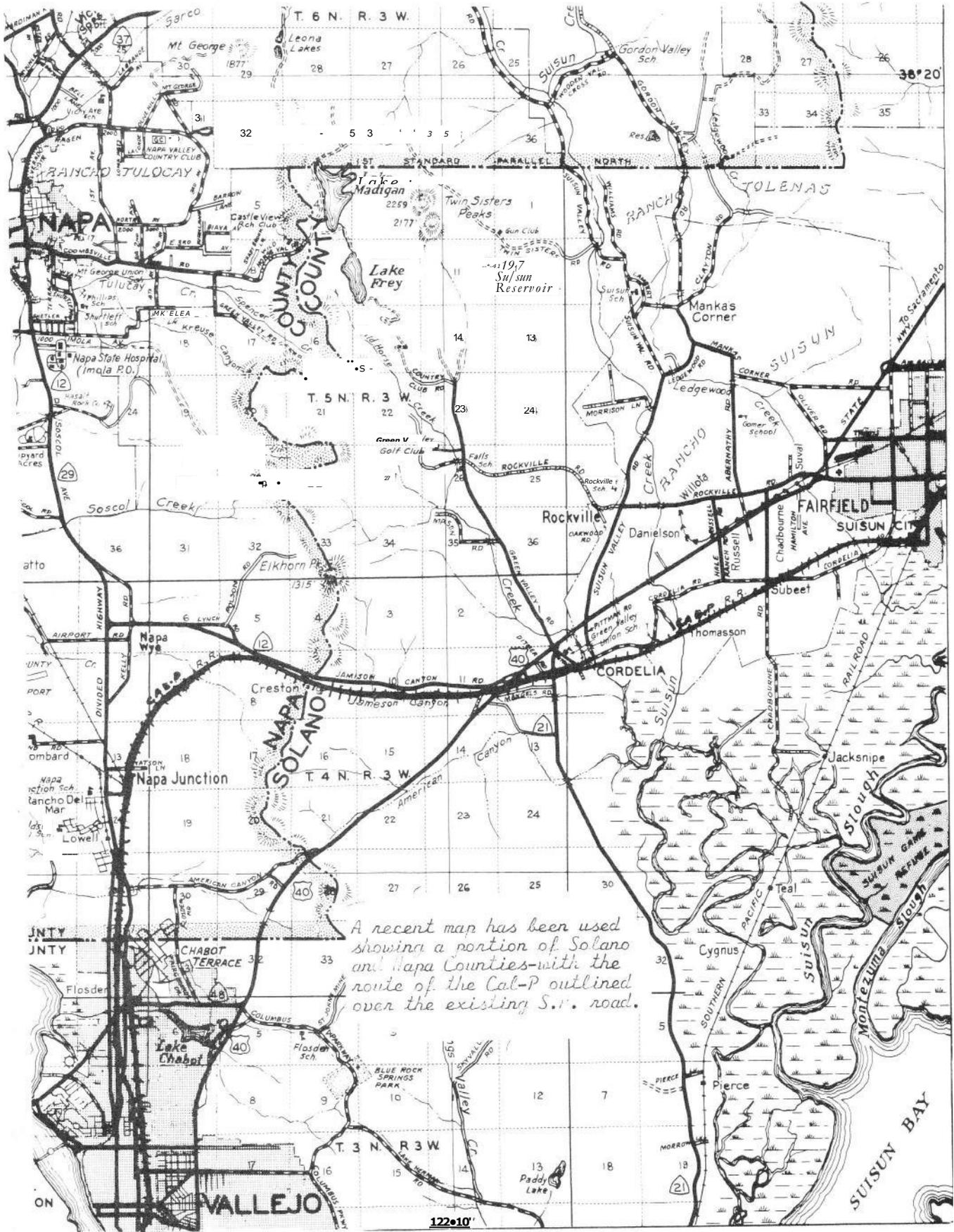
Government, such as had been granted to the Central Pacific R. R. and the additional land grants from the State of California in the overflow land area plus the grants by Yuba County. Also, the fulfillment of subscriptions by individuals and the various cities and counties. These requirements could not be met and the building of the railroad by the San Francisco and Marysville Rail Road Co. came to a halt.

On January 10th, 1865, the California Pacific Rail Road Co. was incorporated, to build a railroad from Vallejo to Sacramento, a distance of 60.40 miles. A branch line was proposed from Davisville to Knights Landing and from that point to Yuba City and Marysville. The first directors were Captain John Frisbee of Vallejo; Dr. D. W. C. Rice; C. B. Fowler, Agent for the California Stage Co.; William K. Hudson of Hudson & Co.; J. E. Galloway, Director of the Citizens Steam Navigation Co.; all of Marysville, with W. G. Hunt of Yolo County. This new company merged, or in effect absorbed the San Francisco and Marysville Rail Road Co.; and took over the plans of the proposed railroad known as the Sacramento & San Francisco Railroad Co.

Construction, according to the records on file with the California State Railroad Commission, started from Vallejo in December 1866, but various newspaper reports as published in the Alta California, San Francisco; the Sacramento Union, Sacramento; and Marysville Daily Appeal, indicate that construction was quite slow during 1867, and that only by May 11, 1868, had 8 miles actually been completed from Vallejo to Oak Grove. By August 22, 1868, the railroad reached Davisville, now known as Davis, and the road was quite well known by its nickname, "Cal-P," since the Central Pacific had prior use of the initials "Cal-P."

Cal-P was now to meet head on with the Central Pacific Railroad, who now could see the competition with their steamers from the Sacramento station, and wanted by all means to prevent the Cal-P from entering Sacramento proper. Cal-P had reached Green's Hotel in Washington (West Sacramento) on November 12, 1868, and officials were proposing to strengthen the existing Yolo-Sacramento bridge to cross into Sacramento. The Central Pacific was in a position to bring pressure in the State Legislature and in Sacramento to stop this plan, claiming that navigation might be impaired by the use of this bridge for railroad traffic. Cal-P then formed a subsidiary Yolo-Sacramento Bridge Co. to build over the Sacramento and they were then in a position to try and cross the Central Pacific rails that were maintained along the levee. In January 1870, Cal-P was ready to enter Sacramento and under an agreement whereby a commission was established to determine the damages to Central Pacific by granting crossing right. The commission actually recommended an amount of \$360,680.00. Fortunately, the Superior Court, called on to adjudicate this recommendation, held the amount to be excessive and could not be substantiated; so the claim was later reduced to a more acceptable figure.

In 1867, at the annual meeting of the stockholders of Cal-P, changes were made in the membership of the Board of Directors which placed more Sutter and Yuba County citizens on the directorate. Dr. R. W. C. Rice was elected President; Charles G. Bockuis, V.P.; W. K. Hudson, Treasurer; L. C. Fowler, Secretary; with A. D. Starr as a director all from Marysville and Yuba City.



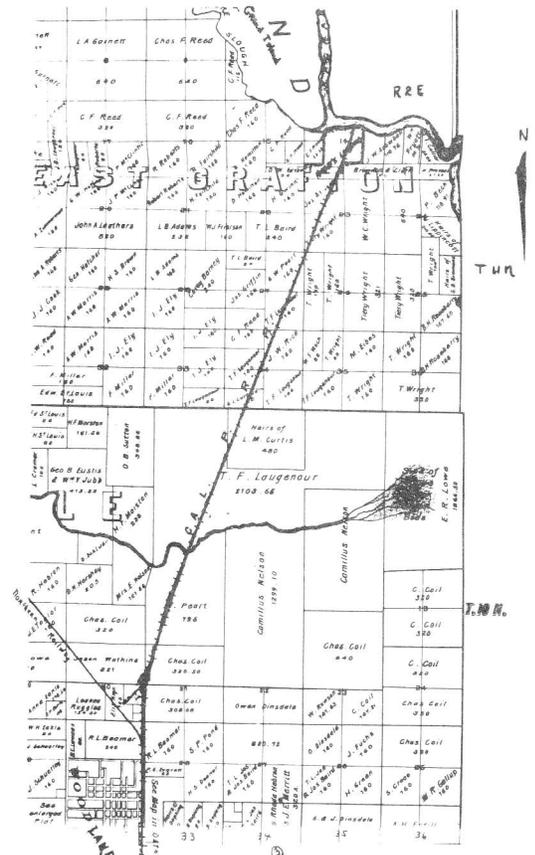
A recent map has been used showing a portion of Solano and Napa Counties—with the route of the Cal-P outlined over the existing S.P. road.

Others were Captain John Frisbee of Vallejo and John F. Miller. Efforts were doubled to complete the railroad to Marysville. On June 29th, 1869, the railroad was completed to Woodland, and you can be sure this town had a great civic celebration. The old grade first established by the San Francisco and Marysville, south of Knights Landing, and that portion completed in Sutter County had to be repaired and reballasted, and considerable grading was yet to be done in the overflow lands. While the bridge over the Sacramento at Knights Landing was not completed and passengers were ferried over the river, the rail line reached a point 14 miles south of Yuba City on October 19, 1869. Stages came down from Yuba City and finished the final leg of the journey to Marysville.

When the San Francisco and Marysville Rail Road Co. was merged with the new California Pacific Rail Road Co., the matter of the bonds issued by Yuba County was a matter for discussion. The arguments were not quite as hot and heavy as in prior years since there seemed to be a better chance for the new road to reach Marysville. Sutter County had learned from Yuba County about bonds, and when they were asked to provide a subsidy for Cal-P, and before placing the question on a county ballot, an agreement was secured and recorded in "Book B of Mortgages, Sutter County," executed by D. W. C. Rice, President of California Pacific Rail Road Co., and by L. C. Fowler, Secretary; wherein it was agreed that unless the railroad was completed in Sutter County within eighteen months from November 3, 1868, that any and all subsidies which the company was entitled to receive, if approved by the voters of Sutter County, would be forfeited. The voters did not approve any subsidy!

Cal-P built the bridge over the Sacramento at Knights landing at almost the same spot where the tracks of the Southern Pacific now stop at the existing swinging bridge. After crossing the river, the line went a little to the west and close to the river, on top of a levee, then northeasterly on almost a direct line from the area just south of the present town of Robbins to Yuba City. The first station in Yuba County is no longer marked on current maps, Chandler. The next station north was Wilson, the area still marked by Wilson School and Wilson Road. The line entered Yuba City on a street still named Railroad Ave. From the Feather River frontage in Yuba City, a bridge was built just north of the "Free Bridge" (Fifth Street) and the tracks entered Marysville on 6th Street. So, nine months after the transcontinental railroad was completed joining the Central Pacific and the Union Pacific, Marysville had a railroad to salt water. The first official train into Marysville was on March 15, 1870.

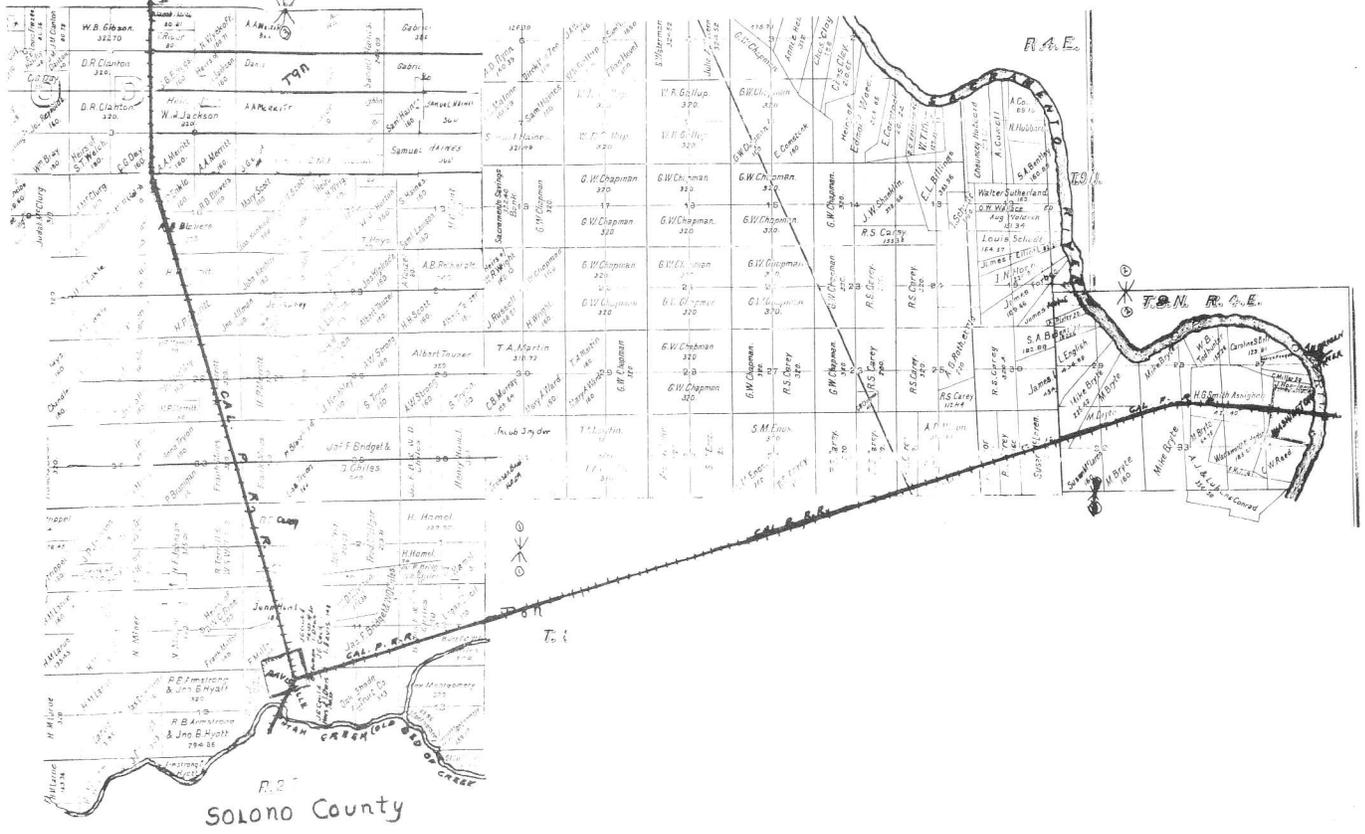
Between 1863 and 1870 many other efforts were made to build railroads to Yuba and Sutter Counties. In 1863, a survey was sponsored by the citizens of the area for a railroad from Marysville toward Oregon. In 1865 the California and Oregon Railroad Co. was incorporated to build from Marysville to Portland, Oregon. This road had land grants to assist them to build, but twenty miles of road had to be completed before the grants were available. The Yuba Railroad was organized to build from Lincoln to Marysville, in



A portion of the Official Map of Yolo County.

Map prepared by De Pue & Co. 1879

Adopted by the Board of Supervisors of Yolo County as the Official Map of said County, November 6, 1879



SOLANO County

accordance with the original plans of the Sacramento Valley Rail Road Co. The Yuba Railroad did start from Lincoln but stalled at the Yuba River for lack of capital. By now, the Central Pacific was nearing completion of its road in Utah and was looking toward Oregon as well as a better route from Sacramento to the San Francisco Bay. The California Central had been acquired much earlier and was operating from Roseville to Lincoln.

It is proper to note the interest Sam Brannan had in the railroads of the area. He had been a lender in the construction of the California Central and held a mortgage on the locomotives. One was even named for him and they were purchased from him by the Central Pacific after the railroad had been acquired. He also had supported the Napa Valley Railroad Co. which was lost by foreclosure to the contractor and later sold to the California Extension Co. His latest venture was as President of the Yuba Railroad and probably was glad to get out by selling to the Central Pacific.

The Central Pacific joined the Yuba Railroad with the California Central and then combined them with the California and Oregon Railroad and continued that name, completed the bridge over the Yuba and ran the first train into Marysville on December 18, 1869, three months before Cal-P crossed the Feather River.

Cal-P was not unaware of the competition on the east side of the valley and steps were being taken to meet the challenge. Prior to the completion of the railroad into Marysville a new railroad company was formed, the California Pacific Railroad Co. The new corporation was a merger of the California Pacific Rail Road Co. and the California Extension Co. which owned the Napa Valley Rail Road Co., then operating from Suscol to Napa and then to Calistoga. The Napa Valley had been sponsored by Sam Brannan who had purchased many of the holdings of John Sutter and was the factor in developing Calistoga. This road was not a financial success, lost by foreclosure to the contractors who in turn transferred it to the California Extension Co. Milton S. Latham was president of the California Extension Co., and he first appears connected with the California Pacific Railroad Co. after this merger as a Trustee of Bondholders.

The new Cal-P increased its stated capital from \$3,000,000.00 to \$12,000,000.00 and was now in a position to obtain additional capital since travelers going to or from Sacramento preferred to take the shorter Cal-P route. The Central Pacific was still providing river steamers from Sacramento or it was possible to go by rail over the former Western Pacific Railroad, built from Sacramento south, first to San Jose, but later shortened to reach the Oakland waterfront. Most travelers also found that Cal-P had much better coaches than those used from Sacramento to Promontory.

On January 1, 1870, the new Cal-P held election of its officers and directors. John P. Jackson of San Francisco was elected President, and other directors from the same city were F. D. Atherton and Milton S. Latham. D. W. C. Rice was no longer on the Board of Directors and it is to be assumed that all of the Marysville men

Copied from part of the
Official Map of
Sutter County

Compiled and drawn from the
Official Surveys made by
J. C. Pennington, Civil Engineer
Approved and declared to be the
Official Map of Sutter County
by Board of Supervisors at the
May Session 1873

Original survey for the
Marysville & Veneta . . .
and later for the San
Francisco & Marysville . . .
indicated a route to Smith's
Ferry, shown on this map
is an approximate line of the
survey
marked - - - - -



sold their stock to the newer group. The San Francisco group were friends of Peter Donohue who felt that the Central Pacific had taken advantage of him when he lost control of the Western Pacific Railroad. Donohue also controlled the San Francisco and San Jose Railroad which blocked the Central Pacific from entering San Francisco via San Jose along the Peninsula. Donohue with others also had interests in small railroads north of San Francisco and later combined them to form what is known as the Northwestern Pacific Railroad. One small short line between Vallejo and Sonoma, the San Francisco and North Pacific Railroad, was sold to Cal-P, but this road was later sold back to the Donohue group after the Central Pacific gained control over Cal-P.

Then Cal-P purchased the California Steam Navigation Company from Ben Holliday for the sum of \$620,000.00. Now they had cornered all the traffic along the north side of San Francisco Bay, and with the Donohue group everything in this area except the eastern side of the Sacramento Valley. They provided direct service from Sacramento by steamer as well as good ferry service from Vallejo to San Francisco. As far as the threat of the Central Pacific entering Marysville and planning to go toward Oregon, the Cal-P officers entered into an agreement with the California Northern Railway, in operation between Marysville and Oroville, for joint operation and by threatening that they would build between Oroville and Chico. To be able to exchange cars and other equipment, the gauge of the California Northern would need to be changed from five foot to standard gauge. On May 15, 1871, crews from Cal-P were furnished and by the installation of a third rail made it possible for the equipment on both roads to use the track. This change was accomplished in one day.

Cal-P then let it be known that they planned with another railroad company to build a line, possibly from Oroville toward the east where they might connect with the Union Pacific. Plans were also announced concerning a new large station in Sacramento.

The Central Pacific was not a stranger to a good fight, and soon announced a new railroad that would run from Oakland to Vallejo, then almost beside the Cal-P tracks to Davis, then north to Tehama. But perhaps this was not necessary. The Sacramento Union on a later date said that the Central Pacific had been quietly buying Cal-P stock for months, but here lies a story not told.

In Theodore Hittel's History of California, it is stated that on August 1, 1871, Milton S. Latham, President of the California Pacific Railroad Co., sold the stock owned by him, a majority, to representatives of the Central Pacific Railroad. He was to receive \$1,500,000.00 in 20-year 6% bonds, issued by the Central Pacific for his interest. There is no confirmation that Milton Latham was President of the road at that time; he had been a director. Is it possible that Mr. Latham was the agent of the Central Pacific and had been buying up stock prior to the date of the announced sale?

On August 10th' 1871, the directors of the Central Pacific and the California Pacific Railroad Co. met in San Francisco and the announcement was made that control had passed to the Central Pacific.

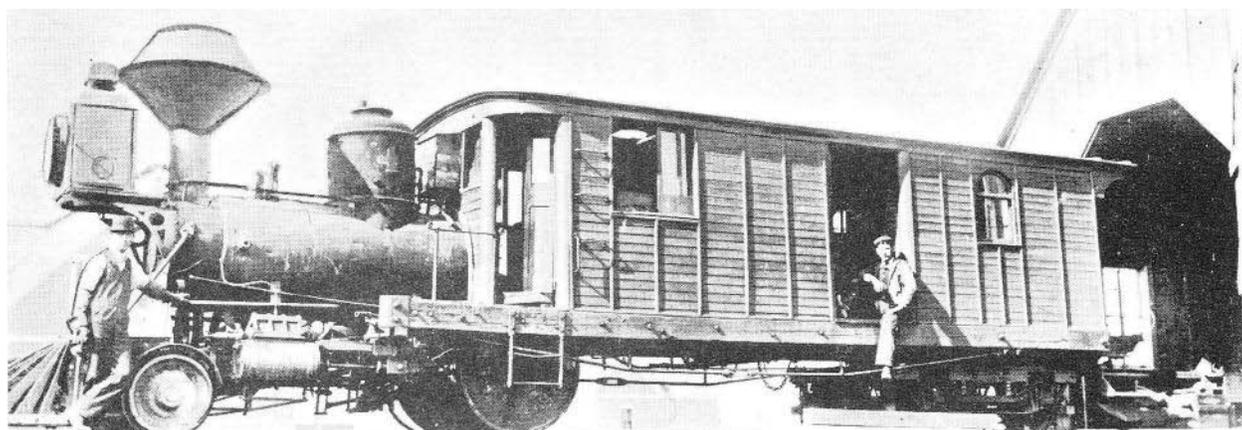
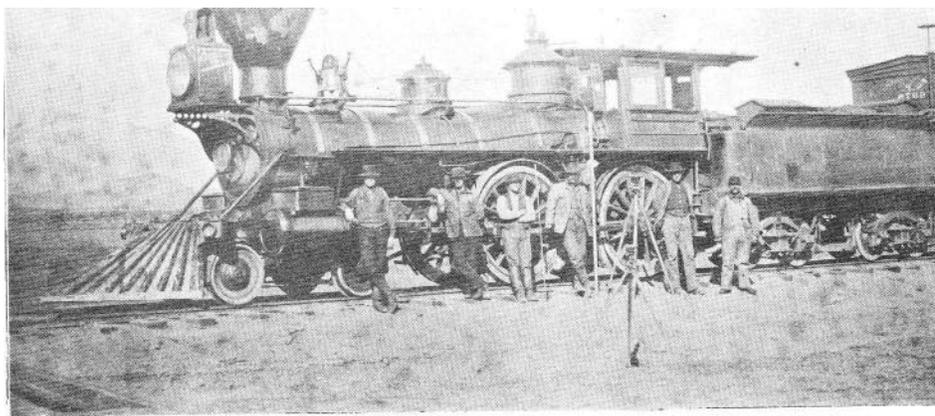
After the Central Pacific gained control of Cal-P, the road was continued under the same name under a lease agreement until July 1, 1876, when it was consolidated with the Central Pacific. However, in the later part of 1871, the portion of the Cal-P line from Knights Landing to Yuba City and Marysville was abandoned, partially because of the problems of maintaining the grade over the overflow lands, and service to the area was now provided over the California and Oregon Railroad. The complete story of the California Central, the Yuba Railroad and the California and Oregon is just as exciting as that of Cal-P.

The work and dreams of the citizens of Sutter and Yuba Counties, together with personal investments and county subsidies, which involved all of the people, brought the railroads to the area, and they did not stop when the section of the Cal-P to Knights landing was abandoned. D. E. Knight, J. R. Rideout and W. T. Ellis immediately established a new steamship line in 1871 to operate between Marysville and Knights Landing.

Such was the spirit of our forefathers.

ACKNOWLEDGMENTS

This article was only possible by reason of a great deal of assistance by many people. I wish to thank Miss Thelma G. Neaville, Librarian, Marysville City Library; Mr. Earl Ramey of Marysville for many historical items located in city and county records; Mr. Kirby M. Harris of Grass Valley for references and Mr. Gerald V. Rest for permitting me to use historical data that he had compiled from newspapers of the era. Information was also secured from an unpublished manuscript prepared by Alvin A. Fickewirth, which contains the official record of each railroad incorporated in the State of California, as maintained in the official files of the State.



The "D. C. Haskins" No. 11 near Hornbrook, California, during the construction of the Oregon and California Railroad.

The former California Pacific "Flea" which later became the Central Pacific No. 229.

Pictures courtesy of Gerald M. Best.

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GLEANINGS

Collected by Winifred Greene

California Pacific Railroad March 5, 1870

Short Route

Through from Marysville

To

San Francisco, Sacramento and Calistoga

80 miles saved in distance

and

3 hours in time from Marysville to San Francisco, 2 hours running time to Sacramento. The California Pacific Railroad, being completed from Davis Junction to Marysville, will, on and after Saturday, January 1, 1870, and until further notice run Two Express Trains Daily.

Going North - 8:00 a.m. Steamer New World will leave her berth, Front Street Wharf, San Francisco, Daily (Sundays excepted) arriving in Vallejo 9:30 a.m., connecting with express train for Marysville and Sacramento, reaching Sacramento at 12:15 p.m. and Marysville at 2:00 p.m.

Special Notice

Passengers taking the 6:00 a.m. Morning Express from Marysville, reach San Francisco at 11:45 a.m., giving them four hours in the city, returning by the 3:30 p.m. boat from San Francisco, reaching Marysville at 9:00 p.m. of the same day. Tickets for the above Short Route for sale by S. S. Clapp at the Western House, Marysville. Baggage checked through to all points on the line.--Vallejo, Feb. 12, 1870.

Crossed Over

The cars crossed over the railroad bridge into Marysville on Thursday for the first time. The locomotive "Marysville" made the first entrance into Yuba County. In a few days, the trains will be running regularly into Marysville.

Railroad Saloon

H. Schuessler & Co.

We have built a new saloon, and are prepared to wait upon our friends. Just step in and see us, and all's well. If you want a No. 1 article of liquors, we can accommodate you. Should you want a smoke, you can find the best the market affords. And in case you do not drink or smoke, step in and rest your weary limbs, and wait for the express.

Weekly Sutter Banner

Feb. 12, 1870

The indications now are that the citizens of this county will be called upon before many months to vote "yes" or "no" for aid in constructing a railroad between Colusa and Marysville.

Fast Freight--Freight from Marysville by the Vallejo road arrives in San Francisco four or five hours sooner than by "fast" express of the other road. Freight also arrives several hours sooner by the Vallejo road from San Francisco than by the quickest time made on the other route. The Vallejo road makes a connection with the Oroville cars, and freight arrives at Oroville one day sooner than by any other route.

An index and file of all of the past issues of the NEWS BULLETIN may be found in the Sutter County Library and in the Marysville City Library.