

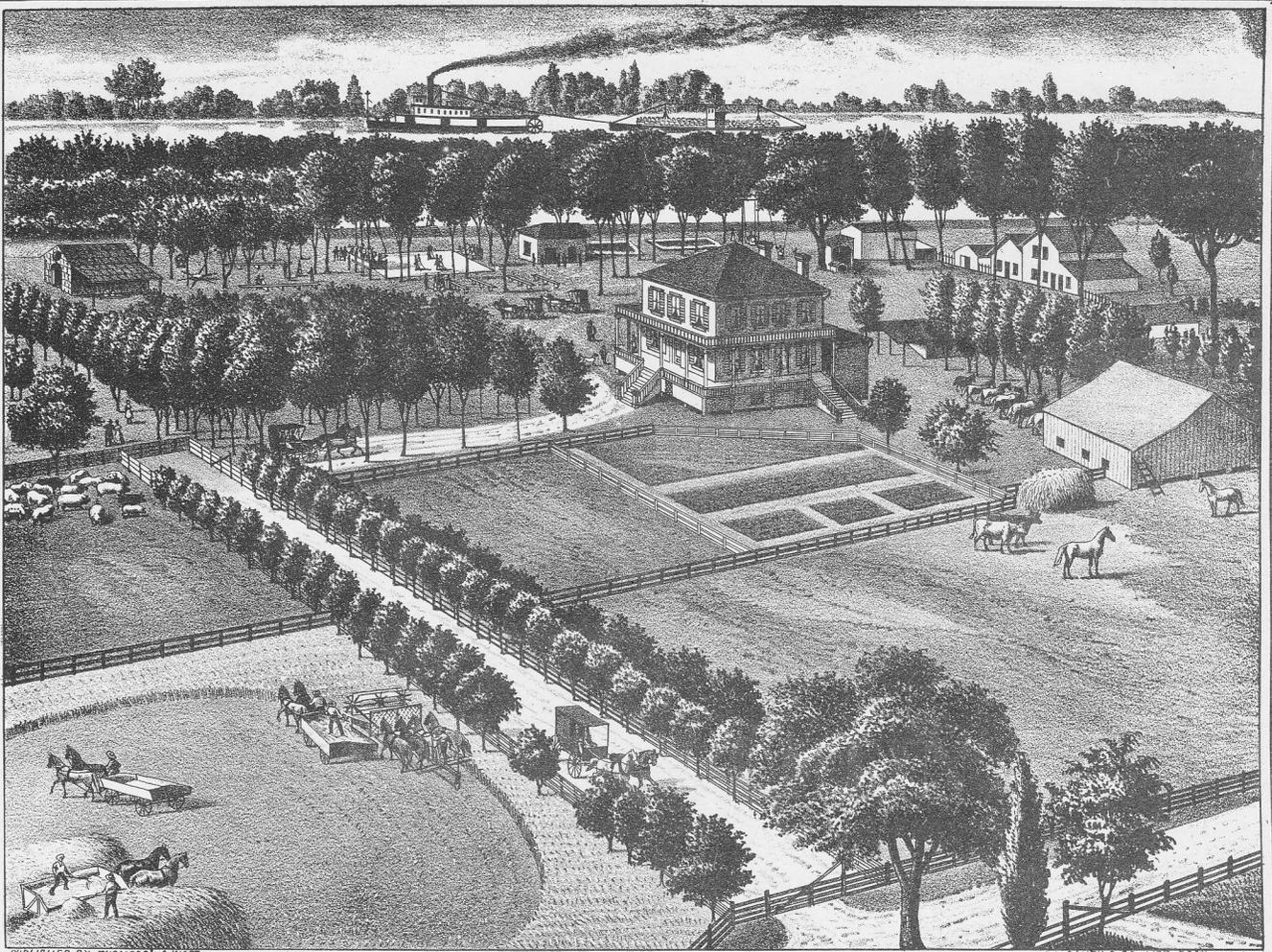
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# SUTTER COUNTY HISTORICAL SOCIETY NEWS BULLETIN

VOL. X, NO. 1

YUBA CITY, CALIFORNIA

JANUARY 1971



PUBLISHED BY THOMPSON & WELBY

G.L. SMITH & CO. LITH. OAKLAND CAL.

"HOCK FARM"

BIRDSEYE VIEW ON GENERAL SUTTER'S OLD RANCHO SETTLED BY HIM IN 1842. NOW THE PROPERTY OF CHRISTIAN SCHMIDT.  
500 ACRES, 7 MILES SOUTH OF YUBA CITY. SUTTER CO. CAL.

SUTTER COUNTY HISTORICAL SOCIETYNEWS BULLETIN

Vol. X, No. 1

January, 1971

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COVER PICTURE

Hock Farm - Sutter's ranch five miles south of Yuba City on the Feather River. It was the intention of the NEWS BULLETIN to photograph the picture over the fireplace in the home of Phillip and Eleanor Holmes - at the site of the original Sutter home. However, it did not seem feasible to take that picture; so John Lewin, our photographer, took this picture from Thompson and West's HISTORY OF SUTTER COUNTY. The two are quite similar; possibly one was copied from the other.

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

## THE SOCIETY'S WINTER MEETING

7:30 P.M., Tuesday, January 19 at the Walton Fire House,  
211 South Walton Avenue. Hopefully our program will be a preview  
of our motion picture.

We have established a section of the NEWS BULLETIN called SUTTERANA which we hope will be a permanent feature. The objective of this section is to give our readers one intimate glimpses of Sutter, his family and their affairs. We shall accept contributions from all members of the Society.

SUTTERANA

This indenture made the second day of May A one thousand eight hundred and fifty-seven, between P.B. Reading of Shasta County State of California of the one part and Anna Sutter wife of John A. Sutter Sr. of Sutter County State aforesaid of the other part, witnessed, that the said P.B. Reading as well for and in consideration of the esteem and respect which he the said P.B. Reading hath and beareth unto the said Anna Sutter as also for the better maintenance and support of her the said Anna Sutter hath given granted and confirmed and by these presents doth give, unto the said Anna Sutter her heirs and assigns all his right title and interest

in and to that certain tract of land situated in the County of Sutter - that is bounded and described as follows to wit, being on the western bank of Feather River and commencing at a point below and nearly opposite the mouth of the Yuba River thence down said river bank - four miles thence in a direct line back from said Feather River one mile thence in a north easterly direction on a line parallel with the river bank - to a point directly opposite to the point of starting thence in a direct line to the place of beginning - said tract to contain four square miles more or less - to have and to hold - the premises hereby granted - unto the said Anna Sutter - her heirs and assigns forever.

P.B. Reading

Reading's signature certified by E.W. Goodrich, Notary Public in County of Tehama, State of California May 2, 1857.

Recorded in Sutter County by D.E. Hamblin, Deputy Recorder Sept. 30, 1857 in Book of Deeds E. pp 192 - 3.

## EXPLANATION OF DEED READING TO ANNA SUTTER

The Sutters were experiencing relative poverty at this time, (1857). They were hard pressed by creditors. Reading, the former employee of Sutter and partner in the founding of Yuba City, had moved to the northern part of the State and was prosperous. He wanted to help the old couple. This land he deeded to Mrs. Sutter is the identical tract which Sutter had deeded to the proprietors when they founded Yuba City in 1849. Reading originally owned an undivided one-fourth, but he had sold and conveyed many parcels. The value of his remaining interest is uncertain. Reading did not deed the land to Captain Sutter for fear it would be attached by creditors. Mrs. Sutter had become a "sole trader" in order to hold property in her own right as a means of avoiding legal action against her husband.

## CALIFORNIA MIDLAND RAILWAY

by

KIRBY M. HARRIS

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Continued From The October NEWS BULLETINACTION IN 1906

The first announcement of construction was made on January 10. As the right of way in Yuba County had been secured by this date the first phase of construction would be in the Marysville area as soon as the necessary arrangements could be made and the weather would permit. During the Marysville Council meeting on January 16, E.A. Forbes filed notice that he represented the Midland and would soon apply for franchise; a draft of which was submitted later in the meeting for consideration. Also, March was designated as the beginning date for construction. The location of the Yuba River crossing was referred to only as "...being above the City..." the route changes incurred by the use of the Linda levee still not having been thoroughly analyzed. During the Council meeting of January 25, an application for franchise on "E" Street was made. As a point of discussion was raised by one of the Councilmen, the application was tabled until the February 1 meeting. On the latter date meeting Forbes produced a route map also showing the lines desired within the City. The point

of discussion of the "E" Street line was represented and the Council decided to allow only passenger cars to run on "E" Street as the portions of that Street over which the Midland wanted franchise was on the "boulevard" sections below 10th Street, the operation of freight trains over which would destroy the aesthetic qualities of the "boulevard"..a major detriment to the class of residences lining the street. Along with the retabled "E" Street franchise an ordinance was presented and proposed. During the ensuing meetings in February the desired franchise on 8th Street fell under protest as it was felt that the 8<sup>th</sup> Street residences were of the same quality as those on "E" Street, and as it now appeared, "E" Street would be marred by two electric road crossings: One at 8<sup>th</sup> and another at 5th which the Northern Electric desired. The plausibility of both the N.E. and the C.M. combining trackage rights over the 5th Street crossing, thus excluding the necessity for the 8th Street crossing, was discussed but to no avail as on February 27 the 8th Street franchise was granted with one dissenting vote, that of Peter J. Delay. What Delay had against railroads in general and electric roads in Marysville in particular is unknown. However, the Martin and Butters interests commended Delay's political opponent for the City Council seat for stating "No Progress with Delay." On the March meeting J.R. Meck was paid \$59.00 by the Council for his survey of the Midland franchise:

the residents on "E" Street and 8th Street signed and presented a petition favoring the franchise; Ordinance #85 was finalized and passed; and Delay voted "No." The bond for the franchise was presented to and, in turn, accepted by the Council on March 21.

The Midland again appeared before the City Council on April 16 at which time the railroad was granted rights for fifty years on the levee from 12th Street to Yuba Street on a  $\frac{1}{2}$  percent grade on the provision that this portion of levee must be maintained three feet above any high water. The purpose this franchise was to fulfill was as the approach to the Yuba River crossing; the trestle being allowable one hundred-fifty feet easterly from the junction of the road centerline and the levee base, and a point one hundred feet beyond and east of the second (main) Yuba River channel. Interest at this time was initiated in the 5th Street subway. A point was brought forth that the Western Pacific and the Northern Electric also had interests in the subway. The discussion was tabled. During the day a condemnation suit was filed for the Shelton property at Yuba Dam. This land was a portion of that needed due to the relocation of the Yuba River crossing necessitated by the Linda rerouting.

The fateful day of April 18, 1906, the day "...the earth shook, and the sky burned...", faced the Midland with its first great obstacle. With only one mile of grading completed on the Linda levee the railroad found itself

suddenly and most drastically without supplies. An after effect felt by Martin and de Sabla was the forced reduction in dividends of their newly formed Pacific Gas and Electric Company. The reduction of dividends and the effects of the earthquake caused the price in P.G.& E. stock to drop, impairing the credit of the operations of the principals.

At the first of May the Midland officials announced that work would be delayed even longer than first expected (after the earthquake and fire) as all of the roads records and maps were destroyed in the fire. New documents and surveys would necessarily precede any further construction.

The Marysville City Council reopened the Midland's query on the 5th Street subway on the meeting of May 21, but as none of Martin's agents were present (the reconstruction after the earthquake being more pressing) the Council declared that the California Midland had no interest in the subway and dropped the matter. The resurvey of the line started in May and had reached Grass Valley by the end of June. At the July 2 Marysville Council meeting the Northern Electric applied for franchise within the City limits. The Council adopted a resolution whereby 12 lots along 5th Street were deeded to the N.E. which were needed to construct the 5th Street subway. A further application for franchise to operate over "F" Street for two blocks which the Northern Electric could use by mutual consent was

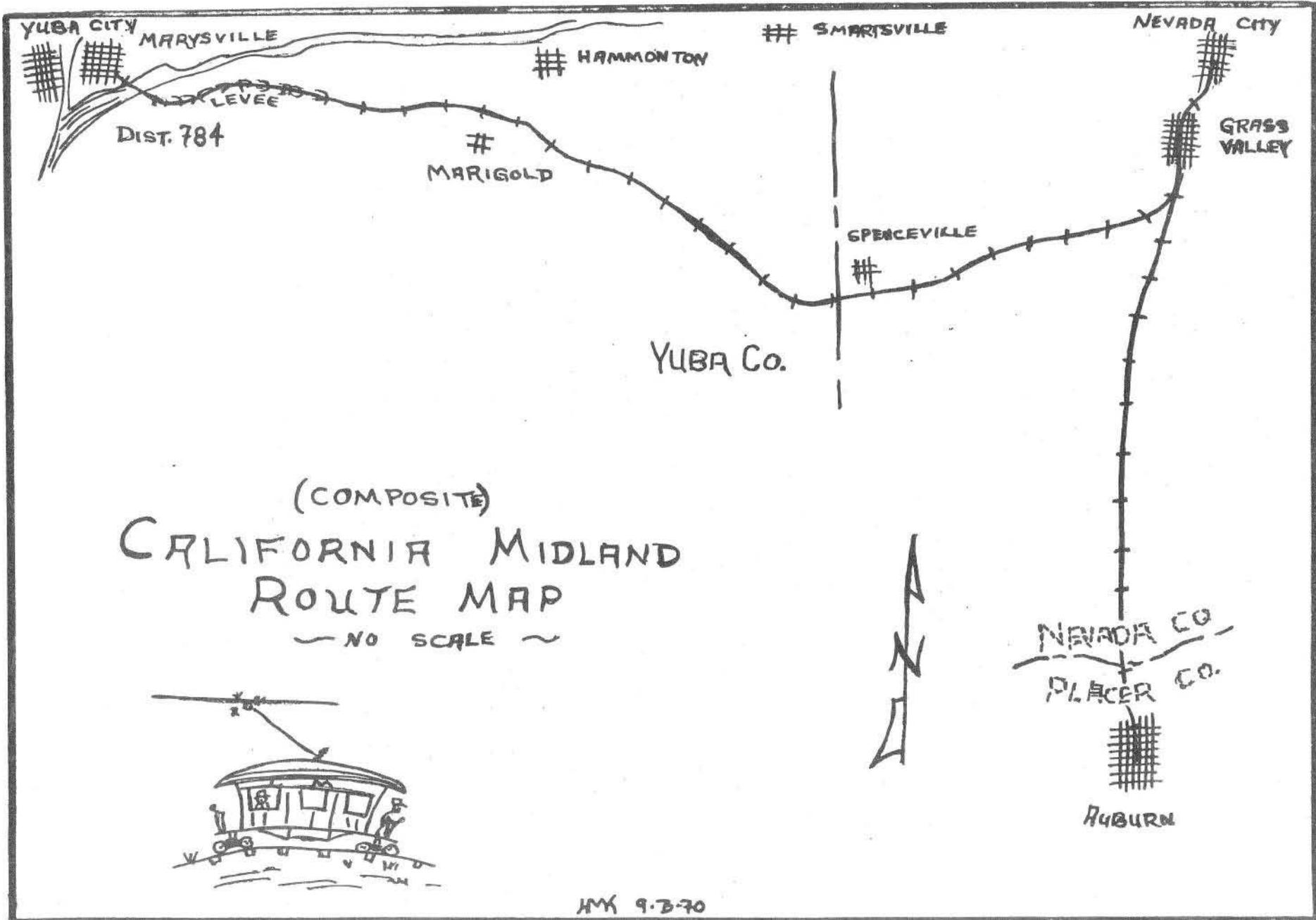
presented by the C.M. and accepted. During the week of July 20 the C.M. announced that it would soon resume construction and contract bidding was opened. The 18th of August proved eventful as the right of way was established through the Shelton property where the Linda levee approach to the Yuba River crossing was to be. W.P. Hammon informed Martin that he would appreciate the line being built to Hammonton by winter so that supplies for the new dredgers being erected there could be transported.

SALE DENIED

Martin and Henry Butters discussed trackage rights and interchange movements between the N.E. and C.M. in August. Butters also made an inspection of the C.M. route in the Yuba County area with Martin and it appeared that the N.E. crews might lay the trackage for the Midland. These August meetings proved grounds for wild speculation. On August 23 the newspapers hit the street with an article dealing with the probability of Martin and Butters combining the two lines. On the 28th the Marysville Daily Appeal reported that, in effect, the N.E. had absorbed the C.M. This rumor gained special notice as none of Martin's people could be found to verify the report. Later in the day word came from Butter's Chico office stating that,

contrary to rumors, the C.M. had not been sold to Henry Butters.

The Grass Valley Union reported on September 28 that the Midland might possibly use the Southern Pacific's "A." Street trestle in Marysville as a connection to the C.M. line in Linda until the Midland could build its own Yuba liver trestle. In December the Midland was granted usage rights over the S.P. trestle for one year. The connection from the Midland to the C.P. would be over Morrisons Grade to Shelton. On December 4 the Marysville Daily Appeal reported that the Marysville Chamber of Commerce was to secure free right of way over the newly surveyed lands to the Nevada County line. Also the fact that the Northern Electric crews would rail the section from Morrisons Grade to Hammonton was reported. Chief engineer for the Midland, C.A. Trow, announced that the Carstenbrook Bros. would do the grading and that the contract work would begin February 1, 1907. The Yuba County Board of Supervisors met also on the 4th and approved of the Morrisons Grade connection. Construction in Marysville began on December 30 on "J" Street between 5th and 8th streets.



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ACTION IN

1907

The new year was greeted with over 200 teams working out of three camps grading from Yuba Dam to Hammonton; with the grading to be completed by April 1. That same day, January 3, the Northern Electric track-laying crews had "F" Street tracked from 8th to 13th Street with rail being laid on the 5th to 8th Street portion on "J" Street, and the "J" to "D" Street portion on 8th. The curve at the northeast corner of 8th and "F" streets was laid out with a radius of 16<sup>0</sup> per 100 feet. The curve being needed to connect the "F" Street and 8th Street lines to one another. The curves at 5th and "J" streets, also at 8th and "J" streets were in place by the 22nd of the month. Aside from these major improvements, the month of January saw the completion of some minor work one such instance was the connection of the Midland and the Northern Electric track at 5th and "J" streets so that crushed rock could be transported from the Southern Pacific yards to fill the 5th Street subway. On the 14th of February "a" Marysville City Councilman stopped work on the line as there was some apparent contest between the City and the Midland regarding trackage rights around the fire cisterns on "F" Street. However, as the Midland encountered the same condition at 8th and "H" streets for which it applied for and

was granted permission to run the tracks around the cisterns until it could be lowered, it appears that the same permission held true for the "F" Street cisterns; the topic was never again brought forth.

March brought the fantastic rains of Spring, 1907, which caused the drastic floods of that month. Fortunately the Midland did not suffer much damage and the grading operations continued. The Northern Electric, however, did not fare as well and some major structural water damage was incurred by that line's newly completed Yuba River trestle.

On April 1 the Midland had not reached Hammonton but the trolley poles were being set on 8th Street from "F" to "J" Street. During the arrangements made in 1906 between the C.M. and the N.E. it was decided that the N.E. would sell the Midland converted 600 volt direct current power for the latter's Marysville lines until the road could build its own power substations. The power was supplied from the Northern Electric's newly erected substation on the southeast corner of 5th and "G" streets. In turn, Martin's and de Sabla's P.G. & E. were supplying the N.E. with the high voltage alternating current needed to drive the 2200 volt, three-phase rotary converters which produced the direct current. The idea behind this transaction was to enable the Midland to maintain its franchise

by running the necessary cars until the line could supply its own electricity. The general arrangement for power supply over the system was to use 600 volts d.c. on overhead trolley wire in the towns through which the Midland passed and third rail in the open country. The 600 volt third rail is what Martin used when he took over the old North Pacific Coast Railroad, reformed it into the North Shore, and electrified the Marin County portions of it. He was able to use third rail as it was guarded within a wooden container in the areas where it would be dangerous. Line side power for the Midland would be provided by substations such as the N.E. was using, strategically placed along the line. As for the portions of the line east of Marysville, steam locomotives were to be used until the electric facilities were installed (a practice which the N.E. had also employed in 1906).

#### FIRST TRAIN

APRIL 18

From the 2nd of April to the 18th the poles were placed on the rest of the 8th Street line and the trolley wire was installed with the use of hand pushed tower cars. On the 18th the entire 8th Street line from the S.P. at "A" Street to the N.E. at 5th and "J" streets was ready; the power

connections to the N.E. feeder wires were made; the switch at 5th and "J" was thrown and the first car, a N.E class 21, turned off of 5th and proceeded up "J" then to the east end of the 8th Street line amidst a shower of sparks from the newly installed trolley wire and shouts from the procession. The California Midland was finally in operation!

On May 7 it was disclosed that Martin and W.P. Hammon purchased a block of land along Simpson Lane which they proposed to fill in to match the top of levee grade and then to subdivide it along the route of the Midland.

During the first week of June the planned beginning of construction was announced for the Grass Valley/Nevada City area. Grading was to begin in Nevada City and to be pushed through to Boston Ravine, south of Grass Valley from where the line would head to Auburn - the entire right of way between the two cities having been purchased. The solution to the bothersome right of way problem was found the previous January through an old friend, John Glasson. Glasson had been previously a business "partner" of Martin and de Sabla when the latter two purchased the former's holdings, incorporating the holdings of both parties into the Nevada County Electric Power Company, of which Glasson was made a major shareholder. Digressing even further, at the time Martin instigated the Nevada Traction Company he tried to avail to purchase the Nevada County Narrow Gauge Railroad

from Mrs. Sarah Kidder, that road's president. In 1907 a bond issue of \$500,000 was passed by Martin, the purpose of which was to secure the needed Midland right of way along with the purchase of the Union Hotel, Alpha Hardware, and Ott's Assay Office in Nevada City. (At this point we should note that Ott was a first cousin of John Sutter.)

To maintain the C.M. franchise, the N.E. was given tracks rights over the Marysville lines of the Midland. Construction within the City continued with the completion of the 8th Street fill between "E" and "F" Street by November 8. A force was working on the "F" Street fill from 8th to 13th with plans being made to continue the 8th Street line to the levee and the bridge. By November 19 the grading from the S.P. line over Morrisons Grade to Shelton and eight miles beyond was completed.

Then the second major setback to the line occurred--the financial panic of 1907. On the 22nd of November all construction was suspended and all of Martin's men were pulled off of the job. This panic also sounded the death knell for the \$500,000 bond issue.

#### ACTION IN

1908

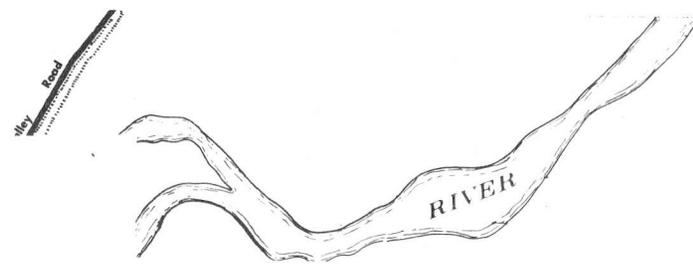
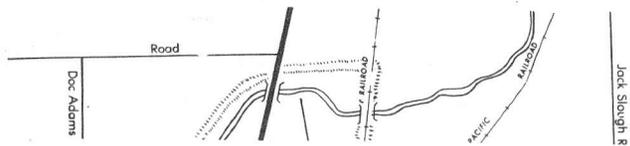
The Marysville City council met January 13 and granted

the nine month franchise extension asked by the Midland on the meeting of the 6th. As of the end of July no work had been resumed, but Martin assured that construction would soon begin. On September 1 plans for resumption of work were announced. The work would start at Auburn and head north to Grass Valley and then down to Marysville. A further extension of the Marysville franchise was applied for during the Council meeting of November 2. Three days later work in Marysville was resumed with a crew filling in 8th Street from "D" to "B" Street. It was then announced that work would proceed from Marysville to Grass Valley. By November 28 the fill work on 8th from "F" Street to the S.P. was completed and the extension to Yuba Street was railed with the first car running on December 4.

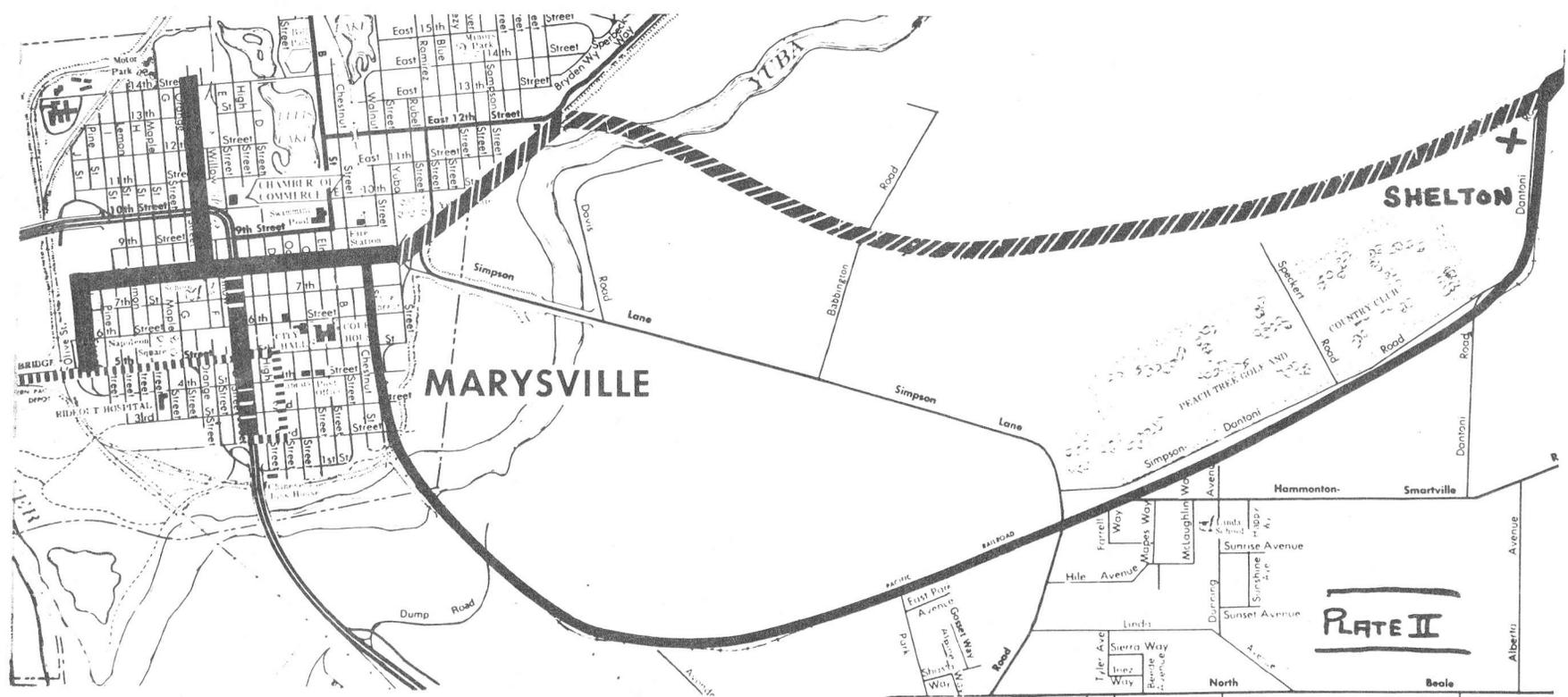
YEAR OF DEFEAT

1909

In September, 1908, rumors that the Southern Pacific had taken over the Midland were rampant--especially when four new coaches lettered "California Midland" were discovered to be in use on the S.P. commuter lines in Oakland. Also there was the matter of the five locomotives removed from the S.P. roster now, too, lettered "California Midland" stored in the former road's West Oakland yards. The explanation for this as given by the Southern Pacific was



-  C.M. Yuba River trestle (not built)
-  Northern Electric lines (not shown in entirety)
-  C.M. lines built
-  C.M. lines worked on but not completed
-  C.M. Morrisons Grade/Southern Pacific "temporary" Yuba River crossing



that the coaches had been leased to this road by the Midland until such time as the Midland would need them...the locomotives were surplus to the S.P. and were purchased for use on the Midland until such time as the road was Electrified. Probably the true reason was, due to the rather flimsy status of the Midland at the time, that the coaches were assigned to the S.P. and the locomotives were being held by the latter road to fulfill the trackage rights agreement the Midland had for the Morrisons Grade connection. Martin's actions in 1909 were to prove out that he was still in control of the Midland.

By January 3, 1909, E.A. Forbes had acquired certain water rights on the Yuba to further extend the hydroelectric projects of the P.G.& E. Electricity from the newly acquired appropriation would be the main source of power for the Midland. During the month of January the rains commenced and continued to fall, excepting on the 3rd, 9th, 11th 28th and 29th. The Linda levee failed half way through the month. (The Yuba rose from a New Year height of eight feet, nine inches, to an end of January height of seventeen feet, two inches.) On the 19th, engineer Trow estimated that it would take 57,000 cubic yards of fill to repair the breaks and to restore the levee. The incentive needed to repair the Midland's broken back was never forth coming--the next six years the railroad spent

in its death throes.

The Linda levee was repaired in the summer of 1909 and reports were forthcoming from Auburn that the construction from that point on the line was soon to begin. In early October Martin was in the Grass Valley area preparing for the start of construction there. The work of the year 1909 can be categorized under two headings: reconstruction of the Linda Levee; and, planning for the commencement of construction in Nevada and Placer counties--both of which Martin was predominantly promoting.

#### THE DYING YEARS

A statement was published on February 9, 1910, regarding the acceptance of the franchise over the Morrisons Grade...that franchise to connect with the Northern Electric. Summarizing the facts...the Midland now had abandoned plans for its own Yuba River crossing and would use the N.E. Yuba River trestle instead. A junction would be built at the Linda end of the N.E. trestle from which the C.M. would build a connecting line to the "temporary" Morrisons Grade track, the Morrisons Grade then becoming a part of the Midland mainline. In Marysville the connection to the north end of the N.E. trestle would be made by mutual agreement over portions of the N.E. track. A curve would be installed from the Midland "E" Street line at 2nd Street to the

N.E. 2nd Street line at the northeast corner of "E" Street. The acceptance was signed: John Martin, President; Henry Mallock, Secretary.

Within the week following, the copper mines at Spenceville were assaying promising ore samples and the mining group tried to persuade the Midland to pass by their area rather than Smartsville -- the route change seemed favorable to the Midland as some of the earlier route plans proposed passing through the Spenceville area. This action prompted the Marysville Chamber of Commerce to try to persuade Martin to locate the railway shops in Marysville but this would have to wait until Martin returned from Europe.

By mid-March the rumors that Natoma Company had invested in the Midland were made known to be fact. This activity towards the Midland of Natoma suggested that renewed interest would be shown in the Midland. (The constant changing corporate structure of the road is of no real interest to this report and, in general, mentionings of such changes have been excluded except for the names of the principals.)

The Marysville City Council meeting of April 25 again discussed the problems of the Midland. At this meeting the road's representatives made it known that the road was again in a position to comply with the terms of the franchise, which included finishing the 8th Street line. The Council

thereby notified the 8th Street property owners from "A" to "J" Street to raise their sidewalks to the new grade. The Council also stated on April 25 that the Midland would still be prohibited from running freight cars on "E" Street and that no more than two passenger cars per train would be allowed on the same street. On May 3 the Midland stated that it would soon begin "active operations" and the new Swift building on 2nd and High streets might be used as the passenger depot.

The State Board of Equalization called a Marysville Council meeting on August 21, 1911, regarding the reassessment of the Midland. This was only the prelude to the legal actions to be taken by various governmental agencies from here on out. In the Past Marysville was rather lenient in enforcing the franchise agreements with the Midland as the City could understand the line's problems and also would benefit from the road's presence. However, the finish work, by 1911 had become so slipshod that the Council was forced to demand that the C.M. finish the 8th Street fill to grade. This order went unheeded, so by the December 4 Council meeting a group of 8th Street had laid their plans to fill the Council chamber demanding that 8th Street be filled or to rip the rails. This demand was not repeated until the Council meeting of May 25, 1914 when a proposal was made to compel the Midland to remove its tracks because

it had "... practically abandoned..." its track and franchise. By late April 1915, the 8th Street and "F" Street tracks were only being used by the Northern Electric for occasional access to the Yuba construction yards.

FINAL

On May 6, 1915, the City Marshal was ordered to remove all of the tracks which were formerly the property of the California Midland which were within the bounds of 5th Street, Yuba Street, 14th Street, and "J" Street. Epitaph: 10 years, 20 blocks of electrified track, 10 miles of barren grade, bankruptcy.

In the years to follow the Morrisons Grade was used by the Southern Pacific for a branch to Dantoni's orchard, the "J" Street trackage was revived and extended to 9th Street to serve as an interchange track of the Southern Pacific with the Northern Electric (Sacramento Northern.)

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(Appreciation for their assistance is expressed to Miss Thelma G. Neaville, Marysville City Librarian; Earl Ramey, indexer of the Marysville Council Minutes and the Marysville news papers; Robert Ryan, Railroad Historian; William R. Dawson, "BULLETIN Editor.)

GLEANINGS

Collected by Winifred Greene

THE DAILY APPEAL

JAN. 29, 1911

After long and heavy rains, the usual "farmers convention" was held at 3rd and D. But this time they came in buggies, roads being too muddy for their autos. Thirty or forty buggies and carriages were tied up on 3rd and D. These have been all but discarded by the well-to-do farmers since they have purchased autos.

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THE DAILY APPEAL

JULY 7, 1872

Northern District Fair, 1872

The Eleventh Annual Fair of the Agricultural, Horticultural and Mechanic's Society of the Northern District of California, will be held in the City of Marysville, commencing Monday--- Sept. 2, 1872, and continuing six days. \$7,000 will be given in purses and premiums.

THE DAILY APPEAL

July 2, 1872

--A grand celebration of our national anniversary at Comptonville, Thursday, July 4, 1872.

Program: Parade of Yuba Light Infantry.

(In their new uniforms)

Grand Tournament! By the Knights of the Yuba Tilting Club, in their new and splendid costumes. The services of one of the best Mountain Bros. Bands have been secured, and will discourse music throughout the day.

To conclude with a Grand Ball.

ADVERTISEMENTS

Go To Per's

Go to Peri's Ice Cream Saloon for Ice Cream, Water Ices, Strawberries, Fountain Sodas and all kinds of Confectioneries. Water Works Bldg, D. Street.

For a good cool drink, go to Uncle Charley Perry's formerly the ice man, at the southeast corner of E and 3rd streets, Marysville, opposite the Masonic Hall.

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.

For your convenience" Tear out and send to the Treasurer of the Society.

To Lola Case, Treasurer  
Sutter County Historical Society  
P.O. Box 1266  
Yuba City, Ca. 95991

Please renew my membership for 1971.

Please enroll me as a member.

\$2.00 for my annual membership is enclosed.

\$25.00 for my Life Membership is enclosed.

Signed -----

Address -----

Post Office -----

State ----- Zip -----