

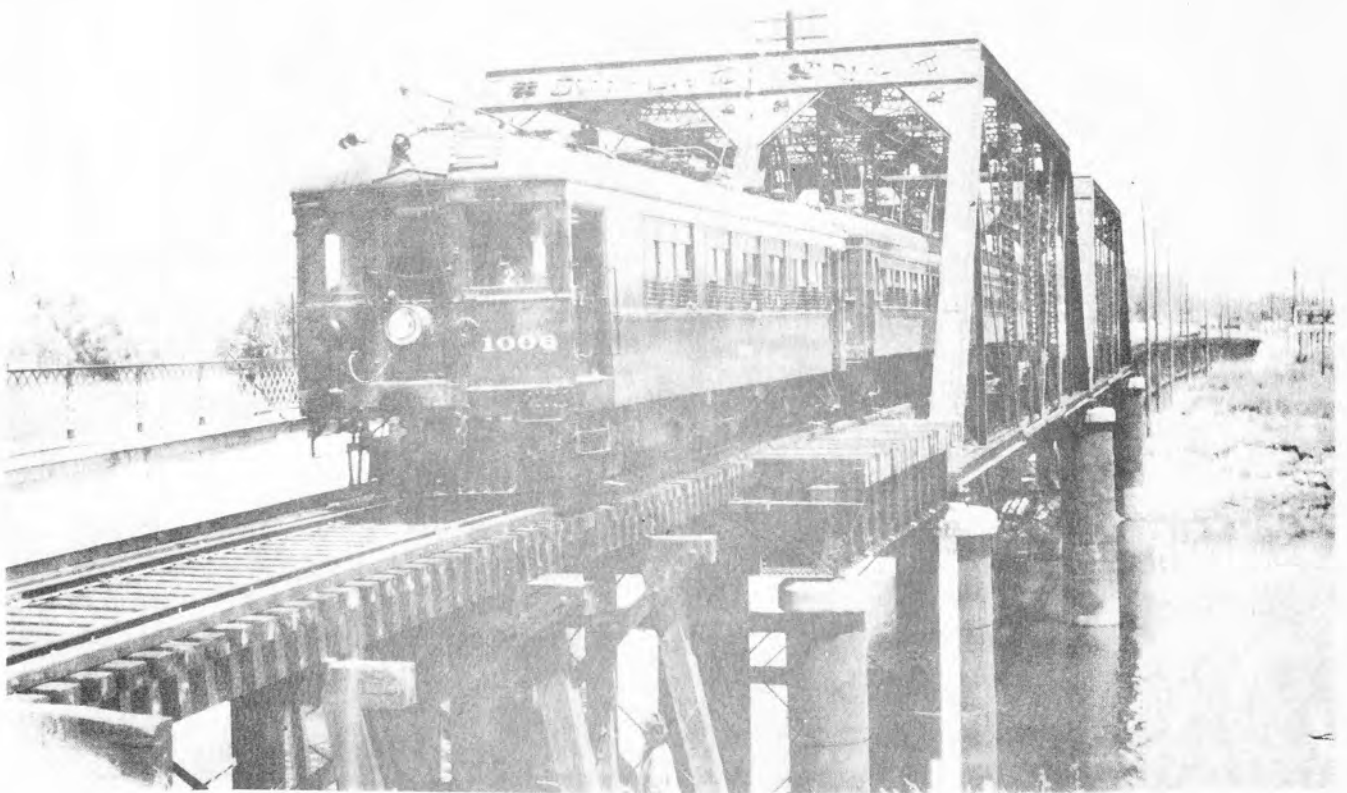
**SUTTER COUNTY HISTORICAL SOCIETY**  
**NEWS BULLETIN**

**\$1.00**

VOL. XIV, NO. 3

YUBA CITY, CALIFORNIA 95991

JULY 1975



NORTHERN ELECTRIC TRAIN NO. 2 Crossing the Old Bridge leaving Marysville

IN THIS ISSUE ----- THE NORTHERN ELECTRIC, SACRAMENTO VALLEY'S  
FIRST ELECTRIC RAILROAD by Robert L. Ryan

SUTTER COUNTY HISTORICAL SOCIETY  
NEWS BULLETIN

Vol. XIV No. 3

July, 1975

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The NEWS BULLETIN is published quarterly by the Society at Yuba City, California 95991. The annual membership dues includes receiving the NEWS BULLETIN. Your remittance should be sent to Mrs. Keith Lennox, Treasurer, 677 Jewell Avenue, Yuba City. To insure delivery of your NEWS BULLETIN please notify the Treasurer of any change in address. Dues are \$3.00 per person, \$5.00 for family.

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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-County Library.

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THE SUMMER MEETING

The July meeting of the Sutter County Historical Society will be held Tuesday, July 15, at 7:30 p.m. in the Sutter County Library. The speaker will be announced by the president at a later date.

\* \* \* \* \*

HONORARY MEMBER

A recent addition to the list of special honorary members of Sutter County Historical Society is Caroline McNamara Peckham (Mrs. William T. Peckham) of Rio Oso.

Mrs. Peckham was born March 29, 1855 on a ranch five miles south of Nicolaus, a daughter of Michael J. and Catherine McNamara, both pioneers of California.

She was a school teacher for 33 years in Sutter, Yuba, Placer and Contra Costa counties. For 23 years she was principal of Brown school, Rio Oso District, until her retirement in 1953.

Mr. and Mrs. Peckham live on their Rio Oso ranch. They have one daughter, Mrs. Miriam Duncan and two grandchildren, Teanna Duncan Lain and Steffen Duncan, all of Sacramento.

Any person born in Sutter County, whether or not currently living here, who attains the age of 90 years is eligible for free honorary membership in the Society. Address of the Society is 677 Jewell Avenue, Yuba City, California 95991.

\* \* \* \* \*

100 YEAR CLUB. Are you eligible?

Information may be obtained by writing to the 100 year club, P.O. Box 15649, Sacramento, California 95813. Businesses and ranches that are 100 years old and still "in the family" are eligible to be a member.

SUTTERANA

A number of citizens of Marysville, accompanied by Downie's band, visited and partook of the hospitality of General Sutter at Hock Farm on New Year's Day. They report the near completion of the bust of the General at the hands of the young artist, J.B. Dunlap.

From the Sacramento Union, January 4, 1854

Bust of General John A. Sutter

Notice was given some time ago by the San Francisco press of the preparation by a youthful California artist of a bust of General Sutter. We are happy to say that the work has been completed, and is now on exhibition by its modest author and proprietor, in one of the private rooms of the Orleans Hotel. In company with several members of the Legislature and others, we were yesterday afternoon gratified with an examination of it; and in company with them, have no hesitation in saying that it is one of the most striking likenesses and beautiful chef d'ouvres that we have ever seen. General Sutter is visible in every lineament and feature of it, and the expression is of equal animation with the best specimens of the daguerran art. The name of the young artist is Jas. Dunlap. It is the first production of his genius and does him high honor for its great merit. He proposes to offer the specimen now in this city for sale to the Legislature -- which should by all means purchase it -- not only as encouragement to American skill, but on account of the venerable man whose name and fame it is intended to perpetuate.

From the Sacramento Union, May 6, 1854 p. 2

**SCHEDULE  
OF THE  
ROLLING STOCK  
EQUIPMENT  
OF THE  
NORTHERN ELECTRIC  
RAILWAY**

**FREIGHT EQUIPMENT**  
 KIND OF CARS  
 59 BOX  
 203 FLAT  
 50 BALLAST  
 3 WRECKING, ETC.  
 2 STEAM LOCOMOTIVES  
 5 ELECTRIC LOCOMOTIVES  
 2 STEAM SHOVELS AND PILE DRIVERS

29 PASSENGER, COMBINATION BAG-  
 GAGE, SMOKING AND EXPRESS  
 11 STREET CARS  
 2 MISCELLANEOUS

The Northern Electric Railway  
 Owns private right-of-way the whole length  
 of the Sacramento Valley, besides the  
 very valuable franchises for street railways  
 in the cities and towns through which it  
 runs

The Northern Electric Railway  
 Covers a wonderful field  
 An empire in extent  
 Endowed with all the natural resources man  
 requires

Rich soil, perfect climate  
 Water, Timber, Minerals  
 Villages, towns, cities  
 The road is also to be built  
 To Red Bluff and Redding  
 Colusa, Woodland and Fair Oaks  
 Thus giving service to those  
 Growing centers of activity  
 And the country surrounding them  
 With the varied productions  
 Of farm, mine and timber land

The bonds are in denominations  
 Of \$100, \$500 and \$1000  
 To run 3 years  
 At 7% interest per annum  
 Payable twice a year  
 Interest Coupons attached

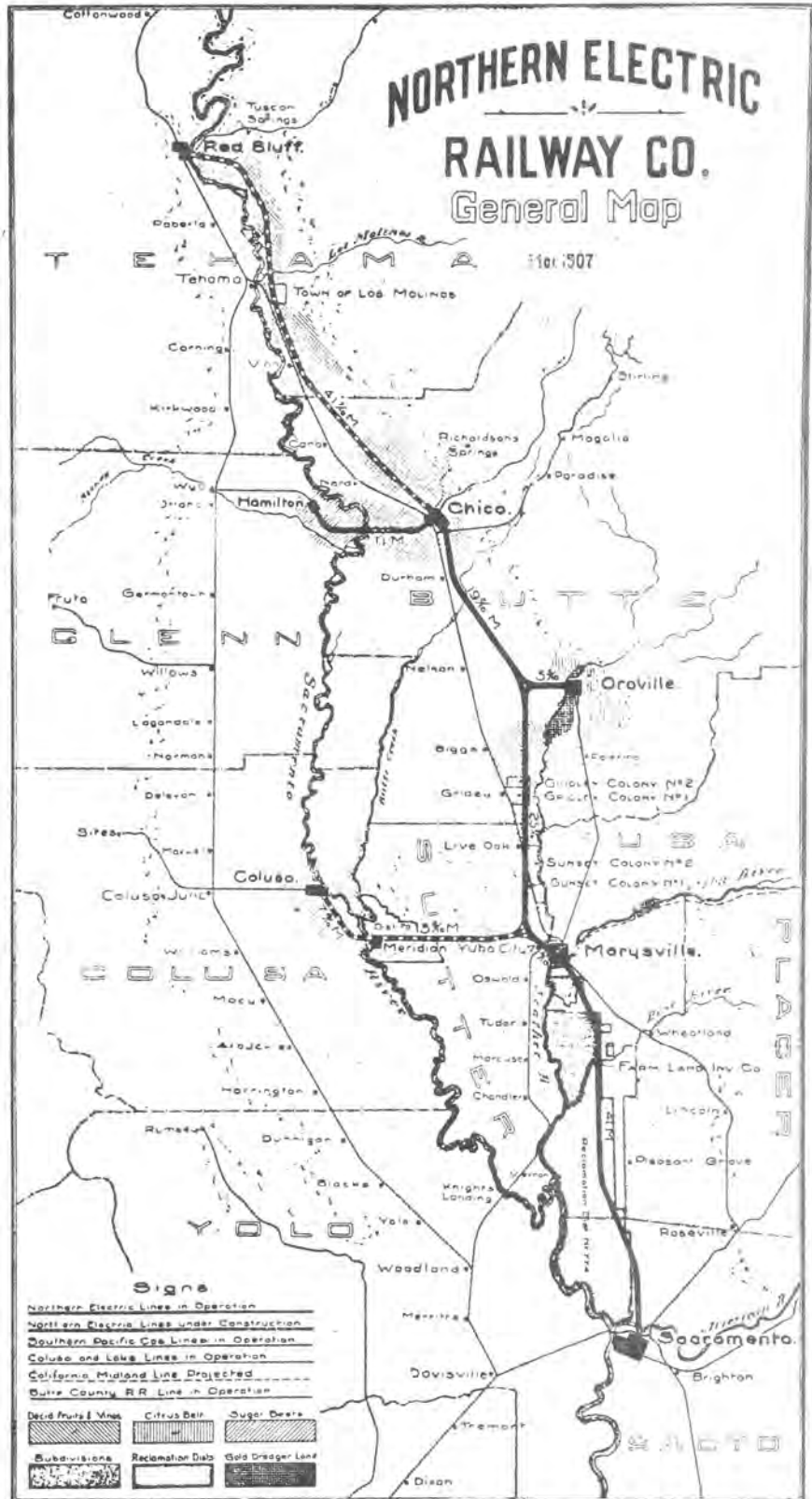
### The First Subscriber

Mr. Jas. C. Gray, Treasurer of the Ophir  
 Hardware Company of Oroville, was the  
 first subscriber to the debenture bonds of the  
 Northern Electric Railway Company. He  
 writes:

"I have invested \$15,000 in the first issue  
 of Northern Electric Bonds, and now send  
 \$5,000 for the present issue.

"I am only sorry that I am not able to  
 invest more.

"The Northern Electric Company and its  
 management have my full sympathy and  
 confidence and I wish them all success in  
 their great undertaking."



The prospectus for stockholders in the Northern Electric Railway, issued in 1907 soon after completion of the line to Sacramento, contained this page. The Colusa Branch was still in the planning stage. A proposed line from Chico to Red Bluff, shown at top of map, was never built.



## FOREWARD

Most of this article was made possible by reference to the subject file that Earl Ramey has developed at the Marysville-Yuba County Library. Mr. Ramey sent me a complete list of all articles appearing in the Marysville Appeal and actions of the City Council of Marysville. From the subject file supplied by Mr. Ramey's records, the entire article could be secured and then placed in context. Historians, now and in the future will find that the records compiled by Earl Ramey are one of the finest source of information that will lead them to the actual history of the area as reported in the written records of the times.

Other sources included the article on the Marysville-Yuba City Street Railway, prepared by Winifred Peirano Greene and published in the Sutter County Historical Society, News Bulletin, July 1969. This was followed by a short article by Earl Ramey in the same publication in the October 1969 issue. Kirby M. Harris also furnished an article on the California Midland Railway that had definite ties to the Northern Electric, and his article appeared in two issues, the first October 1970 and the continuation in January 1971. Kirby M. Harris is also the author of an article that was published in the Western Railroader, Issue 319, August 1966 on the Marysville-Yuba City Street Railroad. This article contains some fine photographs of the early equipment, one through the courtesy of the Marysville Library and a number of others by the late Ed Von Geldern.

Many other references were found in issues of the Western Railroader. The Sacramento Northern, 50 Years by Stanley T. Borden, The Diamond Match Company, Booklet 345E by Stanley T. Borden who also prepared the article on the building of the Western Pacific, Issue 361, March 1970. Booklet 382 contains a reprint of an article published in October 1913 by the Electric Journal, written by C. E. Heise and G. B. Kirker. The Western Railroader reprinted Issues 204 and 210, combined to contain articles on the Street Railways of Sacramento and Stockton. These included the Sacramento Electric & Gas Railway, the Pacific Gas & Electric Company, Central California Traction Company, Stockton Electric Railroad and the Sacramento Northern Railway the successor corporation to the Northern Electric Railroad.

References from the Poppyland Magazine concerning the growth of Yuba City were supplied by Mr. William A. Dippel of Marysville.

\* \* \* \* \*

Appeal, September 10, 1915

Enlarge Big Warehouse

Yuba City. September 9 -- Because of the enormous crops which that section of the county produces, the Producer's Warehouse Co. which maintains a large warehouse at Tarke station on the Northern Electric has decided to double its capacity. The new dimensions will give the place a capacity of 850 carloads of grain and beans.

THE SACRAMENTO VALLEY'S FIRST ELECTRIC RAILROAD,  
THE NORTHERN ELECTRIC

by

ROBERT L. RYAN

The design, promotion and completion of the Northern Electric was due to Henry A. Butters, a man with a history of successful railroads and other business endeavors. Mr. Butters was brought to California by his parents when he was fourteen, completed his education and graduated with the first class at the College of California in 1868. He worked for a time with the publishing house of Bancroft & Co., then with one of the new life insurance firms just starting in California. The gold and silver strikes in Colorado drew him to Leadville, where in addition to mining claims, he became active in real estate and irrigation projects.

Henry Butters' younger brother, Charles, had been a pioneer operator of a smelter in Shasta County and he went to South Africa when the large gold mines were developing. He urged Henry to join him, which he did, even leaving a young bride in California, who joined him later after the birth of a son. With the support of John Hays Hammond, Henry Butters built the first electric tram line in South Africa, later another in Switzerland and then an electric rail system in Mexico City.

In 1895 Henry Butters brought his family back to Berkeley, California. Here he again became interested in real estate development, and it seems certain that he watched with interest John Martin who electrified the old North Pacific Coast Railroad in Marin County, starting in 1902. John Martin was the president of the renamed railroad, North Shore Railroad, and Eugene J. de Sabla was vice president.

These men would meet again in Marysville and John Martin's third rail development was to be followed by Butters.

The plans made by Henry Butters were directly effected by the Diamond Match Company. This company began in 1902 to buy timber lands in Butte, Plumas and Tehama counties. To bring timber out from the cutting areas, a major mill was planned at Sterling City, named from a proprietorship name on a large boiler, which would be supplied by small logging roads. A larger railroad was needed to bring the rough lumber from Sterling City to a finishing plant to be located near Chico, that would produce all types of lumber products in addition to matches. In October 1902 Butte County granted a franchise for a railroad from Chico to Sterling City and later amended that franchise so that the railroad could have been extended to the Sacramento River. The Butte County Railroad was then incorporated in New Jersey on February 4, 1903, with a capital of \$1 million (dollars) and a contract was let to build the road in six months to the firm of E. L. & A. B. Stone.

Also in February 1903, the Diamond Match Company bought 241 acres just south of the Chico city line, named it Barber after their president, Ohio Columbus Barber, started construction of the large finishing plant which included matches, sash and door, planing mill, box factory, store houses, a machine shop and foundry plus space for general offices and a terminal for the Butte County Railroad. Since their own mill was not in operation all the lumber was purchased from the Sierra Lumber Company, who had a large mill in Chico.

The Western Pacific Railroad was starting to build through the Feather River canyon and work was starting from Oroville as well as from the eastern slope. The Utah Construction Company,



contractors in Oroville, needed ties, cribbing lumber, tunnel supports, piling, much of which could not be supplied in Oroville. Here it must be noted that the Diamond Match Company was at this time owned by the Gould interests, who were building the Western Pacific. You know who was supposed to get the lumber business!

Into this picture came Henry A. Butters. He saw the need for a railroad to Oroville first; second, that the power plants that had been built in the area by John Martin and Eugene de Sabla, were the sources of power for an electric railroad that could be extended through the Sacramento Valley. There was even a second power company, Great Western Power Company that might make the electric rates more competitive. Butters also knew that the Diamond Match Company was to secure a franchise for an electric railway in Chico to carry workers from Chico to the Barber plant.

On May 4, 1905 there were reports of surveyors working south from Larkin Junction, but they refused to say who they were working for. However, Henry Butters, accompanied by J. B. Robinson, Chief Engineer for the Butte County Railroad came to Sutter County and were joined by Colonel E. A. Forbes of Marysville. The purpose, as explained to the Appeal was "to look over the ground". This trip included the southernly portion of Sutter County west of the Feather and westward to Meridian. The inclusion of Robinson who was connected with the Diamond Match Company's development indicated a very close working relationship between Butters and that company.

On July 5, 1905 a contract was let to construct a rail line from Barber (although the newspapers always said Chico) to Oroville, and, by July 15 it was well known that the official land agent for Henry Butters was George E. Springer who was securing rights-of-way in Sutter County. All of this before there was a record of a rail-

road corporation, but it seems that at one time George Springer referred to the Oroville line as the Chico Southern Railroad.

On August 1, 1905 The Appeal, quoting from the Chico Record, was able to report the incorporation of the Northern Electric Company in the state of Nevada. The articles stated the general purpose of building and maintaining a railroad and other general business activities. The Nevada Agency and Trust of Reno was named as Resident Agent with the understanding that the headquarters and operating personnel would be located in Chico, California. The stated capital was \$3 million consisting of 30,000 shares at \$100.00. At the time of incorporation only ten shares had been subscribed, Butters held six and Daniel S. Edwards of Oakland, Alpheus W. Clement of Alameda, Charles A. Rose of San Francisco and Adolph Loessel also from San Francisco, each held one share.

As to why Butters chose to incorporate in Nevada is not explained. It is possible that Nevada corporation may have been allowed more latitude in powers granted, or it might also be possible that this was to keep the information from California communities while surveys and right-of-way negotiations were in progress.

The Marysville Appeal interviewed Colonel E. A. Forbes on September 24, 1905 and his statement is quite revealing:

"Some time ago when the Western Pacific was first talked of strongly, I could see that the Marysville & Yuba City (Street Railway) occupied a strategical position, and after a conference with H. H. Yard and

W. P. Hammon, we concluded to purchase it. For some reason shortly afterwards Mr. Yard concluded to drop out and Mr. Hammon and myself purchased the property and franchise." The interview continued, with the statement that he ran the railway since W. P. Hammon was concerned with other enterprises, that the road paid good interest and they even considered extending it west through Sutter County to Colusa as a feeder road for the Southern Pacific and the Western Pacific. Also, as John Martin was planning to build from Marysville to Auburn, this would be another connection. Then Henry Butters applied for a franchise to build through Sutter County west to the Sacramento river, and Forbes claimed he outbid Butters' attorney for that franchise. This placed Forbes and Hammon's interests in a position to block Butters' plans to meet with the two overland railroads in Marysville. Finally, however, they agreed to sell their holdings to Butters.

Actual construction started on the electric railroad in November 1905 toward Oroville, and, on the 4th of that month the California Midland Railroad Company was incorporated to build from Marysville to Auburn. By December, the Northern Electric announced that they had secured most of the right-of-way needed from Sutter City to Meridian. However, a price of \$25,000 was asked for the roadway over the Cooper Tract and this began to change the plans for building into the southern portion of Sutter County, with a bridge crossing near Nicolaus and now the franchise

of the Marysville & Yuba City Street Railway became important since it would allow the N. E. to enter Marysville and proceed south from there over the Yuba to right-of-way granted free of charge on the east bank of the Feather.

The next action by the Northern Electric Company took many property owners by surprise. An action was filed in Sutter County on December 5, 1905 as a general condemnation suit against property owners who had signed a right-of-way agreement, such actions designed to clarify the title to be held by the railroad. Named as defendants were: William Mould, J. W. McGrew, G. W. Ransdell, T. W. Williams, H. J. Godfrey, R. J. Bannes, J. C. Porter, M. R. Walton, Sophia Rihlman, H. A. Walton, Ernest Briick, Charlotte Witt, Valentine Witt, John M. Cole, Catherine Cole, R. E. Cole, Henry Berg, Ada L. Sullenger, Mathew Sullenger, W. H. Sanders, Matilda Sanders, Matilda A. Sanders, Administrix of the Estate of William Sanders, Decd., Henry Meier, George H. Pease, Lloyd H. Wilbur, Farmers Cooperative Union, a corporation, Elmira J. Wilbur, Edith M. Wilbur, Louie May Wilbur, Glen Wilbur, Elleta Stocking, Ray Stocking, C. B. Harter, George Harter, J. T. Onstott, J. A. Onstott, Hattie J. Keesy, Joseph F. Gomez, Maria Gomez, Joseph M. Whyler, Edward Tull, Elmer Tull, Dollie D. Stafford, Emily & Joseph P. Heyl, Thomas W. Pierano, Amanda Case, F. W. & Fred Cooper, C. H. Pease, Laura & J. T. Bryan, Frederick Dahling, Levi Foss, W. H. Carlin, George W. Moore, W. E. Humphrey, C. C. Epperson, S. A. Schellenger, Mary J. Clements, Handy C. Epperson, Fannie M. Pease, Wyman Pease, Josephine L. & S. E. Girdner, M. Elizabeth Epperson, Estate of Annie Epperson, Joseph O'Connor, P. W. Rowe, Estate of Robert McMullen, John Doe..... and Jane Doe.

The Northern Electric indicated that this legal action was to protect both the Company and the property owners, and it would hardly be necessary for the Defendants to employ counsel or to appear in court.

In order to file the suit, Northern Electric had to furnish more information concerning its corporate organization. The suit as prepared by Judge Slack of San Francisco, had to state the corporation's authority, and it was very broad. It could construct, build, buy, lease from others, obtain, acquire, hold, convey, alienate, transfer, sell, lease to others, dispose of, mortgage, encumber, control and operate a railroad for the transportation of passengers or freight, by either steam, electricity or any other means of motive power. Further, the railroad could operate river steams, telegraph and telephone lines, construct and maintain lines for electricity or gas and water lines and irrigation systems. It was noted that the capitalization had been increased from \$3 million to \$6 million, but the original incorporators still held the same number of shares.

This suit also established the fixed line of the railroad which was: "Starting at Chico, southeasterly to Durham, thence southeasterly to a point six miles north and three miles east of Biggs (later named Oroville Junction) then southerly through Butte County to a point one and one-half miles east of Gridley, a spur will be run to that city, (it was never built). From that point south, crossing the Southern Pacific tracks on the main street of Live Oak, thence due south one-eighth of a mile west of the Larkin Road, to the northwest corner of the C. B. Harter ranch, then in a southeastward direction to the corner of Bridge and Plumas streets





First Northern Electric cars in Meridian; this "Opening Day" photo was kindly loaned to Interurbans by Mrs. Ethel Albertson.



"OLD MAUDE" --- Motor 701 --- and crane 1225 hard at work on Butte Slough Bridge, Colusa Branch, on November 1, 1919; this shows 701 with original Baldwin trucks.

in Yuba City, where it is presumed to connect with the Marysville & Yuba City Street Railway."

On December 29, 1905 a second condemnation suit was filed by the railroad against Ellita and Ray Stocking, apparently to clear some matter not included in the first action.

In 1906 construction was well under way. The Diamond Match Company built and delivered the first wood box car, then a wood electric freight motor, followed later by two steel freight motors. Other cars were purchased for the Chico-Oroville run and each time they came through Marysville on S. P. cars there was some hope that it was to supply the local area. The Diamond Match Company was also forging switches, rail frogs for the N. E. On April 8, 1906 track laying started from Oroville Junction toward Live Oak.

The Chico Electric Railway was purchased this year, which gave N. E. actual entrance to Chico. They also connected their line in Chico with the small lumber rail line operating along 9th Street that handled lumber from the Sierra Lumber Company mill to the S. P. station, so that they could load at the Sierra Lumber Company. This also gave them a Chico location for the plans to build on to Redding. The N. E. purchased a parcel of 250 acres next to the Chico Electric barns in Barber, and this was later named the Mulberry Plant. The headquarters of the railroad were built here along with all the shops.

The San Francisco earthquake and fire stopped many projects, but not the Northern Electric, who completed their line to Oroville on April 25, but the celebration of this event was dulled by the San Francisco tragedy. Supplies and workmen were carried from Chico and an actual connection was made with the Western Pacific

although the difference in rail size caused some problem. It was necessary to continue the overhead trolley lines over the Western Pacific track.

The Oroville line had been constructed with overhead trolley wire, but when construction started south from Oroville Junction, third rail was installed. This caused protest from farmers who feared the loss of livestock, which did occur, and of course danger to citizens in Live Oak, Yuba City and Marysville. Some compromise was effected as to the locations where overhead trolley would be used, but for some time even the bridge approach in Yuba City was third rail. This meant that the cars had to be equipped with both trolley and "shoe" for the third rail.

The decision to cross the Feather River from Yuba City to Marysville brought many other problems to the railroad. The Western Pacific had been granted a right-of-way on the Feather River levee with the provision that the levee be raised so that traffic over the Fifth Street bridge could pass under the railroad tracks. This opening in the levee became known as the "subway" and was to be maintained and lighted by the Northern Electric. The Marysville City Council and the Sutter County Board of Supervisors then reached agreement with the railroad as to the sharing of costs so that the Fifth Street bridge could be remodeled to carry heavier rails which needed new ties and stringers. In addition the Marysville City Council agreed to sell lots owned by the city west of J street for the construction of the "subway". The three lots sold for \$2887.

To look back now, if the Northern Electric had decided to meet the demand of \$25,000 for a right-of-way over the Cooper

tract, and built south in Sutter County to a point where they would cross the Feather River near Nicolaus, they would have saved all the problems with the Fifth Street Bridge, the bridge over the Yuba and the Bear Rivers, and the constant problems that arose in running the interurban cars through Marysville's streets, franchises, paving, station location. Still, perhaps the payment of the amount asked would have encouraged other land owners to do the same and the total cost of right-of-way would have been excessive.

In Marysville, the location of a depot and a sub-station seemed to be foremost in the minds of the City Council and the citizens. Franchises were needed for the use of city streets not granted to the Marysville-Yuba City Street Railway. The California Midland Railroad was still struggling to complete its work on the streets where it held rights and in order to reduce the number of streets used, and the expense, California Midland permitted the N. E. to use its tracks to reach the Yuba Construction yards at 15th & F, by a connection at 5th & J.

The Northern Electric in turn was supplying power for the California Midland until the time that road was unable to continue and its franchise was cancelled. Even the first car that used the California Midland tracks was furnished by the Northern Electric.

There were problems in Marysville and Yuba City in trying to keep the mule drawn cars in service to take care of local traffic while the larger rails were being laid and trolley poles erected. There was opposition to poles in the middle of the street and these had to be replaced with poles along the sidewalks. Agreement was reached with many building owners on D street to attach the supporting wires to buildings.

The first through car from Chico to Marysville arrived on November 2, 1906 and that trip was made with some difficulty. However on November 6, 1906 a mill in Yuba City announced the first carload shipment of flour was made on the N. E. The official entry of electric cars was registered on December 3, 1906.

The N. E. was now operating the local electric street cars in Chico and between Marysville and Yuba City. The trolley poles had been removed now from the center of the street in Yuba City and the local service was in effect by December 21. The fare was .05¢, with 15 minutes headway promised. The old barns in Marysville were used to store the new cars, the old ones were moved out on the line from Yuba City to Live Oak to become small stations.

The Northern Electric was now ready to continue south from Marysville, crossing the Yuba River on a new steel bridge and reaching a strip of land that had been owned by Marysville and deeded to the N. E. This land had been acquired in order to effect a change in the channel of the Yuba. After reaching this point, the survey called for the crossing of the Western Pacific tracks, and here any working agreement that might have been in effect before was badly wrecked.

On January 13, 1907 the Appeal reported the "Battle of the Bee Farm". This was on a pice of land over which the Western Pacific had already completed their track, that was torn up by a large force from the Northern Electric who then laid their own track and held possession of the location. While this was on the so-called "Bee Farm", there is no record that the bees were at any time involved. The issue was settled a few days later to some



embarrassment by a local attorney who at the time of the event was representing both railroads in Marysville.

On January 24, 1907 the Appeal carried a long story about a very enjoyable excursion from Yuba City to Stirling City organized by the Northern Electric and exchanging at Chico with the Butte County Railroad. This was the first of many excursions planned by the railroad to increase patronage which included more mountain trips, baseball games, trips to the State Fair in Sacramento and in later years excursions to the San Francisco World Fair.

The spring of 1907 brought the first flood damage to the railroad. Fences, roadbed and track, trestles were washed out between Yuba City and the Oroville Junction. Service was suspended from March 18 to April 7 between those points and even the local cars could not run at night since the power supply was limited due to damage to those installations. Construction south from Marysville was slowed although the American River bridge north of Sacramento had been finished and construction was proceeding northward from that point. This entire stretch of track out of Marysville as yet did not have power and steam locomotives were used in Marysville and along the road to haul supplies and workmen. This was a rather sore point in Marysville, having to put up with chugging locomotives in town on city streets. The City Council was called on from time to time to stop this use but since power was short and could not be supplied the construction would have stopped.

For some reason, the management of the railroad and the County Supervisors and the Marysville City Council always seemed to be at each others throats. There would be threats of loss of franchise, replied to by attempts to reduce service, refusal to

pave streets between the tracks, and all this tended to produce an image of a corporation that had little regard for its customers. To some extent, citizens and governmental officials also seemed to think that the railroad had nothing but money, and that the services demanded, type of equipment on the location of rights-of-way was the sole prerogative of the citizenry without regard to capital costs or the effective rate of return on that capital.

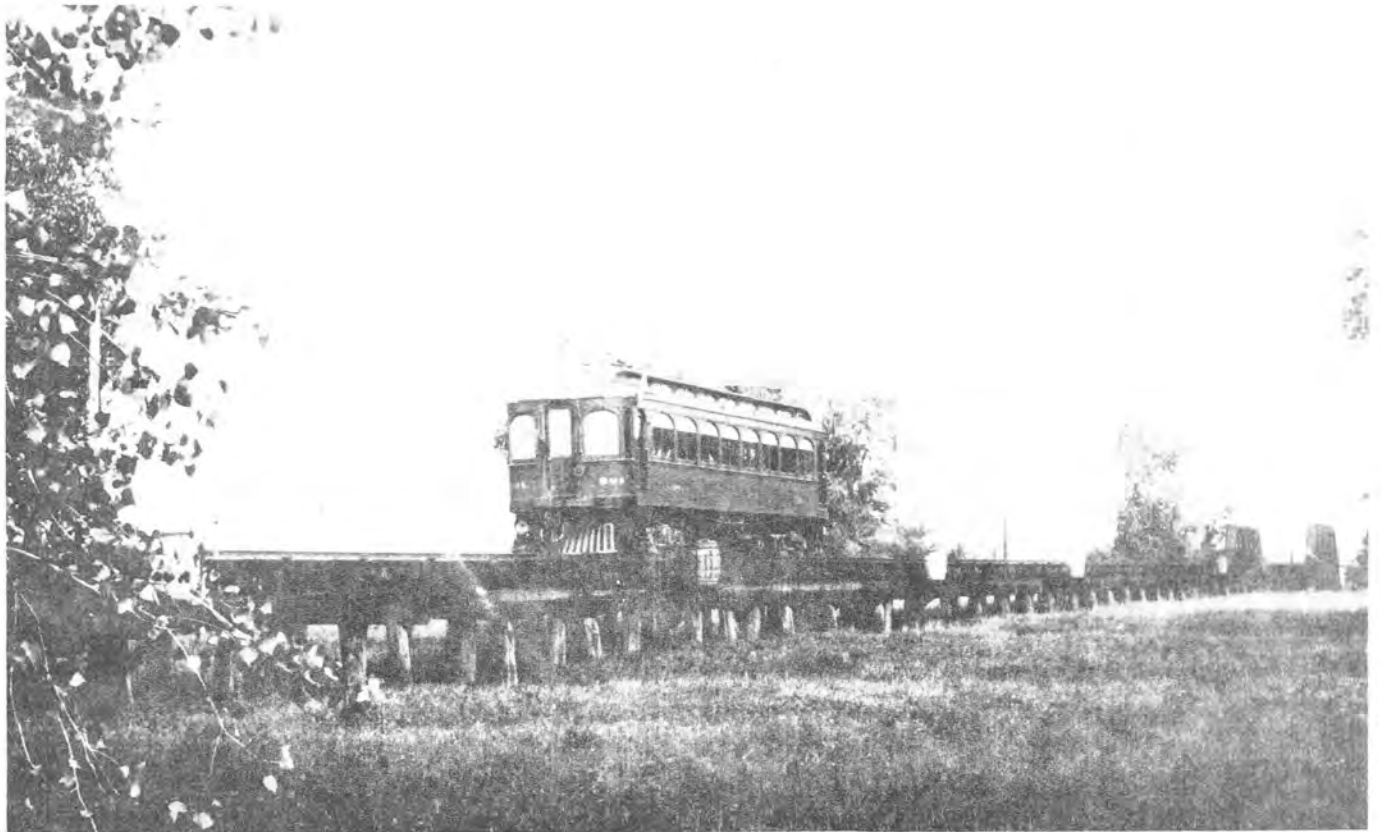
Mr. A. D. Schindler, coming from the Pacific Electric system in Southern California became General Manager in July, 1906; E. S. Dimmick was at that time the General Superintendent and Frank Ross was a special representative in Sacramento, and was responsible for securing the franchises in that city as well as for later subsidiary companies, the Sacramento and Woodland and the Vallejo and Northern.

Other developments in early 1907 were that the Marysville City Council granted a franchise to the N. E. to run its cars on E to 12th then on F to 13th to reach the Yuba Construction shops. The third rail was abandoned in the Cooper tract in Yuba City and on the Feather River bridge. Bulkheads were constructed along the right-of-way at Sutter and 2nd in Yuba City and a new passenger platform was built for the convenience of passengers transferring to and from the Southern Pacific.

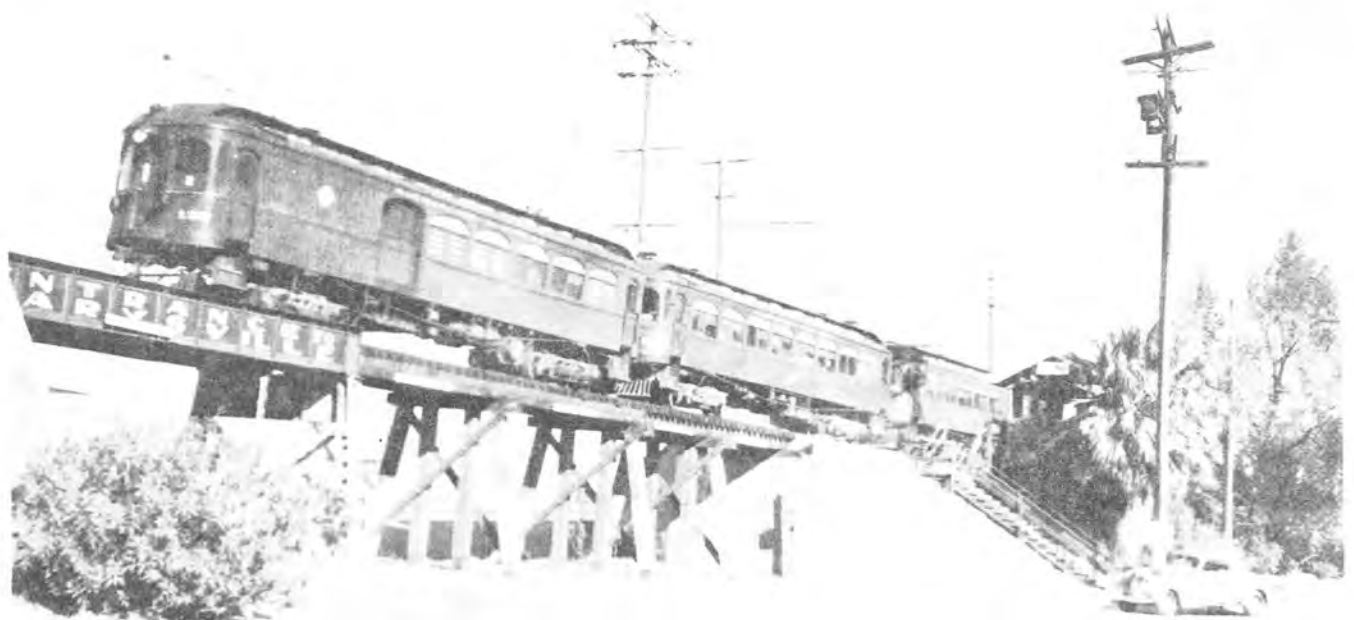
The newspapers were reporting progress on the new steel Feather River bridge for the Northern Electric and several disagreements by workmen including one affair when the men threw all their tools into the river and then walked off the job. A picture on the cover of this issue shows the initials N. E. on this bridge even today although most persons know it as the Sacramento Northern

**This bulletin is  
continued in Part 2.**

Sutter County  
Historical Society  
News Bulletin  
July 1975  
Part 2



Out on the flatlands, the third rail came into its own. Passenger Motor 201 crosses the Bear River Bridge on an inspection trip back in 1906. Above



Northbound train No. 2 leaving Flag Stop at Second street, Yuba City.



While the Northern Electric was providing passenger service as well as freight service from Chico to Live Oak, Yuba City, Marysville and way points, the Southern Pacific sought to meet this competition. In February 1907 the Chico Record reported that the Southern Pacific was to use McKeen Motor cars between Chico and Sacramento. These were all steel with a pointed front, 24 inch port hole windows, powered by a 200 horsepower gasoline engine that had a two speed transmission, but no reverse, and capable of speed up to 50 miles per hour. The first car on the Chico to Sacramento run was put in service September 17, 1908. A similar car was placed in operation between Chico and Kennett (north of Redding) but this service did not last very long. The Red Devil named for its color was still operating Chico to Sacramento until late in 1912.

In September 1907, the company was reorganized under the name of Northern Electric Railway Co., and as a California corporation. The stock of the Northern Electric Company was to be exchanged share for share in the new company and the capital was increased to \$25 million dollars. Along with the change was the announcement as to the future plans which included the extension of the railroad northward to Red Bluff, that work would soon start on the Yuba City to Colusa line, that had been surveyed as an original part of the road, plans were being made to reach the center of the valley via Woodland. It was just a few days after this announcement, September 7, 1907, that the first passenger train from Chico reached Sacramento for the opening of the State Fair. Three days later the N. E. opened a branch line to Hamilton on a pontoon bridge. How this was able to carry the power for the

cars would seem to be quite a feat. The official celebration of the completion of the main line to Sacramento was held in that city on October 19, 1907 and a large delegation from Yuba City and Marysville were in attendance.

The Northern Electric had completed its Oroville line before the San Francisco earthquake and fire and now they had just completed the line to Sacramento when the panic of 1907 changed so many plans. The Gould interests lost their position in the Western Pacific and other railroads, many bank failures and closings, Oakland and San Francisco had to issue Clearing House script and the Northern Electric was in the same situation.

On November 19, 1907 the N. E. paycar arrived in Marysville and said that all employees would be paid in script, due in 60 days. This brought up the problem of accepting script for goods and services and at what value. Almost \$15,000 in script was issued in Marysville and more in Chico. Most Marysville merchants adopted a policy of accepting \$5 in script if \$4 in merchandise was purchased, the difference paid in cash. People tried to use script to ride on the Northern Electric, but since it was in demoninations higher than the fares, change could not be given and there were many free rides. This was probably the only enjoyable thing about having to accept script. Some complaint was raised by the Clearing House banks of Oakland and San Francisco to the effect that the N. E. script was almost identical to the Clearing House script. Then, too, there were attempts to counterfeit the N. E. script in Sacramento.

In December 1907, the company began to sell a new bond issue. This issue was for a total of \$25 million dollars, supported by a

first mortgage on the railroad, interest at 5 per cent and a maturity of forty years. The trustee for the bondholders was the Mercantile Trust Company of San Francisco, and the trust indenture provided that a total of \$50 million could be issued as the railroad was extended. An issue of \$6 million that had been previously sold for the completion of the road from Oroville to Redding could be exchanged for the new issue.

On December 29, it was reported that the branch line to Hamilton was damaged by high water at the Sacramento and all service was suspended for an indefinite period. It was later restored but finally abandoned in 1913.

The latter part of this year brought some of the most serious accidents on the road. On November 3 there had been a head-on collision near Live Oak when eight person were injured. Then on November 14, a local car in Marysville ran into a freight train at 5th and H with one person killed and 15 injured. Claims against the railroad were to be in the courts for several years.

On January 3, 1908 local service was reduced to 40 minute headway, with considerable opposition from Marysville and Yuba City. Their complaints had some effect as by February 25 an additional local car was placed in service and the headway time reduced to 15 minutes.

A rather unique situation arose in January when a Northern Electric employee claimed he had not been paid so he secured an attachment and had the Marshall attach one of the street cars under that action. The claim was for a very small amount, paid immediately by the attorney for the railroad but the incident was reported in length by the press.

There was good news on January 16, 1908 when the Northern Electric began to redeem its script with cash. By this time, many had sold their script at a discount and there were a lot of "I wish I had" expressions in the Twin Cities and in Chico.

There was constant inquiry about the construction of the Yuba City-Colusa line and on September 19, General Manager Schindler stated that there would be no construction of branch lines in the balance of the year. This must not have been very encouraging to the land division of the railroad, since in October of that year they started to advertise sale of lots and acreage in Terra Buena, Cooper Tract, Elmer Subdivision the Pratt Tract and in Meridian.

On October 27, 1908, Henry A. Butters died in Berkeley California. His brother George Butters was shortly thereafter elected as president of the Northern Electric Railway. Mr. Butters' estate was subject to several contests and in September 1910 the trial was under way on the will contest. In March 1911, Mrs. Butters died and this then put her estate into the will contest. It seems that finally in January 1912 Henry A. Butters' estate was settled and the newspapers listed the value of the estate at that time as \$848,217.

The Sutter County Board of Supervisors took action on January 8, 1909 and notified the Northern Electric that the franchise running from Yuba City to Meridian would be cancelled if no action was taken to construct that line. However, the Northern Electric had more trouble, in that on February 13, 1909 the bridge over the Yuba River and much of the roadbed south of Marysville was damaged by flood. For the rest of that year things were fairly quiet, the

only problems in Marysville were that the Northern Electric was ordered to remove its tracks on 5th Street, east of D and again the City Council refused to grant a franchise on Orange between 5th and 4th Streets.

In January 1910, high water required the railroad to dump extra gravel around the piling of the Feather River bridge but there was no loss of roadbed. Finally came the announcement of a subsidiary corporation to build the Marysville-Colusa branch. The general purpose set forth was to build a railroad westerly from Marysville to Colusa, an estimated distance of 30 miles. The principal office of the corporation was to be in San Francisco and the five directors named were certainly well known. They were Charles H. Hammon of Berkeley, Leon J. De Sabla of San Francisco, formerly of the various power companies and also a director of the ill-fated California Midland Railroad, Samuel Lillenthal of San Francisco, George E. Springer of Piedmont and Henry W. Furlong of Pleasanton. The capital of this corporation was established in the amount of \$1,500,000. Charles H. Hammon subscribed to \$28,000 of stock and the other directors \$500 each at the time of incorporation.

With the filing of the articles of incorporation came the announcement that work could not be started in 1910 as it was expected that plans for the Meridian bridge would take at least two months and then approval was required from Colusa and Sutter County supervisors. Following this steel would have to be ordered from the east, and completion was estimated in late 1911.

In September 1910, the main line of the railroad was busy. There were fourteen trains per day moving out of Marysville - Yuba City. Seven northward to Chico and seven south to Sacramento.

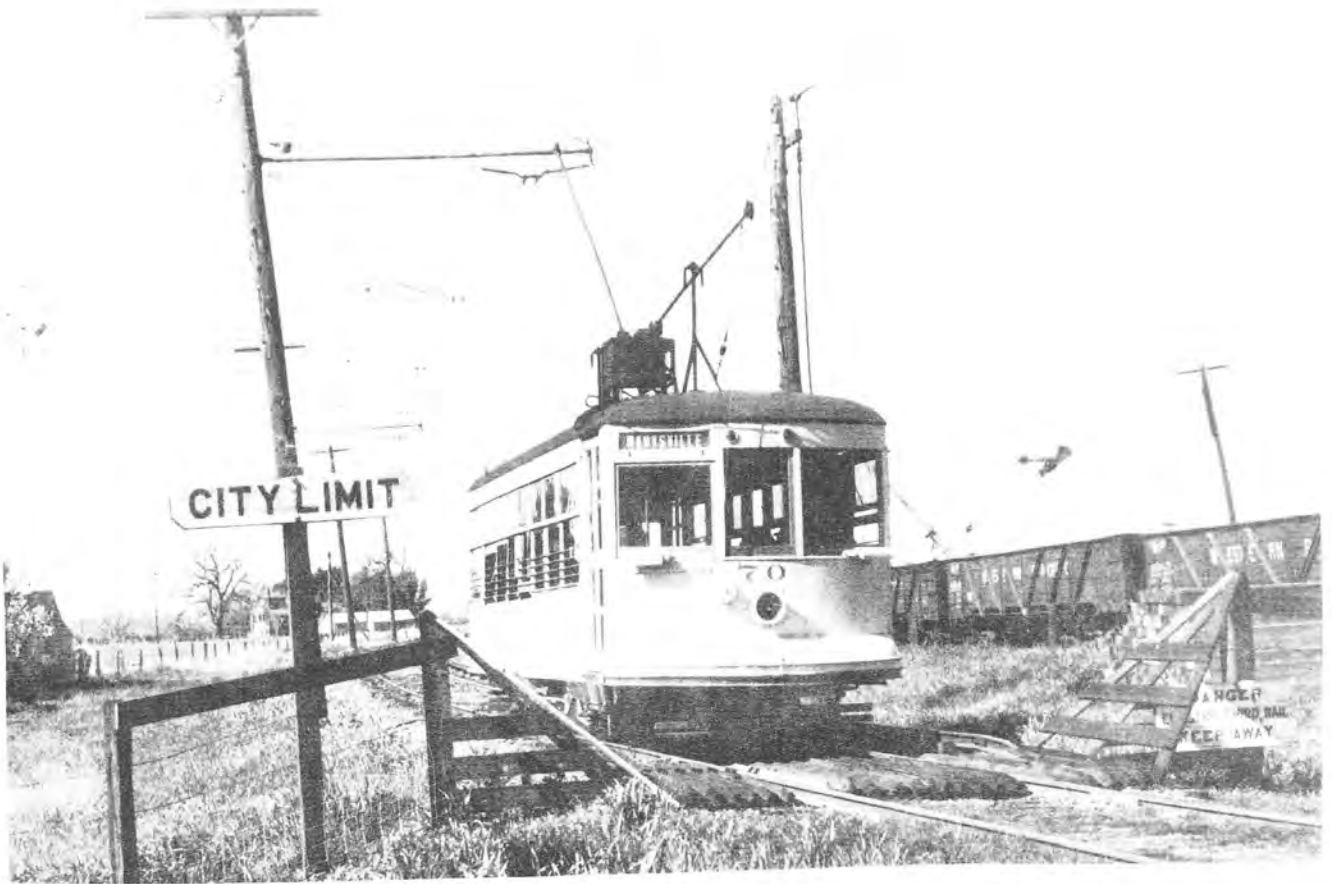


Passengers bound for Oroville could transfer at Oroville Junction while passengers for San Francisco made connections with river steamers at Sacramento.

Armory Hall, located on E Street between 2nd and 3rd in Marysville, was purchased on October 14, 1910 as the site for a new depot in that city for the Northern Electric. There had been promises before for a new station but this was the first action taken. The location required that the railroad seek additional franchise across F and Willow to the property. Such a franchise was granted with the provision that F Street between 2nd and 3rd Streets be filled by the railroad. In the meantime, the interurban cars stopped for passengers at 3rd and D Streets.

New paving on C Street created another squabble between the city fathers and the railroad. At first the railroad declined to replace the worn rails, threatened to discontinue service to the Southern Pacific Depot and to have nothing to do with the paving costs. This dispute started in May 1911 and was not resolved until August 7th of that year when an agreement was reached as to the railroad's share of the costs.

Construction plans for the long awaited Marysville-Colusa branch line were announced in August 1911, and at this time the railroad indicated that they might extend the line westerly from Colusa to a junction with the so-called Vallejo Northern, the Southern Pacific line that ran up the center of the valley. Why the Northern Electric would want to make such a connection in this matter is rather strange since the Colusa and Lake Railroad was already in existence running from Colusa to a junction with the Southern Pacific at Colusa Junction (what else) and then



Birney 70 at Yuba City terminus (Cooper Ave.) note the beginning of third rail, end of wire.



Live Oak Station as seen from train # 11. This photo gives an idea of the difference in width between the Niles cars and the Hall Scotts. (See left side of picture)

northwesterly to Sites. This railroad had plans to go to Clear Lake but did not make it and was out of business in 1913. The announcement that the N. E. might build might have been a play to buy the other road at a low cost.

Other announcements made at the same time were to the effect that the Northern Electric now would connect with the Central California Traction Company in Sacramento so that through tickets could be purchased to Stockton. To effect this connection the Central California Traction Company was permitted to use the Northern Electric's street railway tracks in Sacramento along X Street, F Street to 8th and J, which was also the location of the Western Pacific Depot. Plans were also underway so that passengers on the Northern Electric could transfer to the Central California Traction Company in Sacramento, ride to Lodi where they could then transfer to the Oakland and Antioch Railroad and go direct to the East Bay cities of Berkeley, Oakland and Alameda.

March 15, 1912 construction actually started on the Colusa Branch. Prior to this time construction had also started on the Sacramento to Woodland branch line, operated under a subsidiary, Sacramento and Woodland Railroad. A third subsidiary, Vallejo and Northern Railroad, was being constructed between Vacaville and Suisun-Fairfield with plans to connect in Vallejo with the Napa Valley electric lines, also to build north from Vacaville to Woodland. Hopes were very high at this time.

In the construction of the Colusa line, the bridge at Meridian came in for a great deal of discussion. The railroad felt that Sutter and Colusa Counties should help with the cost of the bridge if it was designed to carry any wagon traffic as well

as the railroad. Another bridge was needed at Butte Slough. To finance much of the extension the railroad applied to the California State Railroad Commission to issue bonds up to the amount of \$1,100,000. The Commission only granted permission for \$600,000.

As the Colusa line progressed, new stations were named. A Y was constructed south of Terra Buena named Colusa Junction, and this enabled southbound trains to go directly toward Meridian or toward Yuba City, but the westbound trains from Yuba City could pass through the bottom of the Y without reaching the junction.

Nearly all of the stations in Sutter County were given the names of the owners of the land acquired for right-of-way. Going westward from Yuba City there were stations named Harter, Humphrey, Noyes, Girdner, Summy, Stohlman, Tarke and Hageman. This series of family names was broken by a few place names already established before the railroad was built. These were Almendra, a colony or subdivision, Sutter, formerly South Butte and Sutter City, ~~Bea~~ and Farmland spurs and Meridian, the last station in Sutter County on the Colusa branch. It is of interest to note here that Harter station was originally called Las Uvas, but was later changed to honor the pioneer farmer George Harter. This was a timely change because with the establishment of the Harter Cannery this became the most active station on the branch and would probably have been known as Harter anyway.

Northward from Yuba City the stations named for families were Pease, Sanders, Stafford, Welton, Bihlman and Chandon. Live Oak was the only town on this portion of the main line in Sutter

County; but two districts, Nuestro and Encinal, had stations as did Riviera the famous orchard developed by capitalists of Marysville just north of Live Oak.

After the Northern Electric crossed the Bear river and entered Sutter County a second time the stations with family names are Stolp, Striplin, Catlett, Short and Sankey. And among these stations named for families are the place names of Rio Oso, Esmeralda, East Nicolaus and Pleasant Grove.

In southern Yuba County only three personal names were attached to stations. One of these was that of a land owner named Lewis. The others were Howard Reed and J. V. Pearson, large scale orchardists who had stations on a spur leading to their fruit packing sheds. Other stations were Arboga, a Swedish colony and Plumas named in memory of an early paper town on the Feather river. One district, Alicia, was named as was Algodon, a cotton growing project which failed.

The spur line, first shown in the plans from East Gridley to Gridley was never built. An autobus was placed in service and it met all trains at the East Gridley station and seemed to have served as well as a short line.

NOTE - The Marysville Appeal, April 2, 1914, referred to Almendra Station as a location of the "Laura Bryan Tract" a few miles west of Yuba City, then on November 13, 1914, as the home of Mrs. A. B. Ranson who entertained the Terra Buena Ladies Club.

On July 30, 1912 regular train service was inaugurated between Marysville and Meridian, but as yet the bridge at Meridian over the Sacramento was not completed.

The Marysville Appeal, on August 15, 1912, carried a long



article about the possibility of additional branch lines for the Northern Electric, such as extending from Marysville eastward to Brownsville, then to upper Yuba County. Also the desirability of a branch line to Oregon City and one to Hammonton and other points. This article does not seem to have been the thinking of the Northern Electric but more or less Chamber of Commerce desire to have a railroad and for Marysville to be the center.

October 5, 1912 found the Northern Electric Railway requesting permission for its Vallejo-Northern to sell bonds in the amount of \$800,000 for the construction of that road from Sacramento to Vallejo. This road as finished did connect with the section that had been built and was operating in the Vacaville to Suisun-Fairfax. However, the road did not get to Vallejo.

The railroad had a serious head-on collision November 19, 1912, on the Feather River bridge and there were many injured. The railroad did proceed to handle the claims of the injured and it was reported that they were all settled in March 1913.

Construction of the Meridian bridge seemingly offered many problems, while work on the west bank of the Sacramento, Meridian to Colusa proceeded well. The bridge being constructed over Butte Slough had a set-back when the contractor issued time checks to its workers without sufficient funds. It would seem that the so-called "Murphy's Law" was in effect - "If anything can go wrong it will."

Just before the Meridian bridge was finished, the railroad organized a special excursion to Colusa for a baseball game. Passengers went to Meridian on the electric train, transferred to a steamer on the Sacramento to reach Colusa. Shortly after that



the Meridian bridge was opened, the last spike was driven at Colusa on May 15 and a big two day celebration set for Colusa June 13 and 14, 1913. A new train was named at the time of this celebration, the Steamer Special, for which connections starting from Chico, Colusa, Meridian, Yuba City and Marysville and south could reach San Francisco.

The possibility of an extension of the line from Woodland to Colusa was serious enough that on June 27, 1913 officers of the Northern Electric were in Marysville in connection with the survey they were making about the extension of that line. They may have at that time decided to accept an offer of peace from the Marysville City Council, for a formal agreement was reached and reported in August that street car service would be resumed to the S. P. station at 6th and A and that the railroad would repair the tracks and streets on 6th and on A.

Part of the Northern Electric bridge over the Sacramento River collapsed on September 9 and a freight train crew was credited with taking proper action to prevent a passenger car reaching the bridge. This stopped the through traffic to Sacramento for several days. Then on September 22 the bridge on Butte Slough was destroyed as the result of a brush fire in the area and traffic was suspended on this line until repairs could be made. To add to the problems, one of the electric motor cars caused a wreck on 5th Street in Marysville by running into standing cars.

A block signal system was needed to protect the traffic on the Feather River bridge, as eastbound cars climbing the levee could not see the traffic already on the bridge. This system was promised in October, 1913, installation was delayed and flagmen

used until December 21 when the system was completed, installed, tested and found acceptable.

1914 did not start out well for the railroad and indeed it was not a good year in many respects. January 1 to 3, 1914 there were heavy rains and the Northern Electric had a number of washouts the most serious of which was the loss of the Yuba River bridge. Service between Marysville and points south were completely cut off but northbound trains to Chico resumed on January 6 and local street car service resumed that day. On the 7th of January it was possible to resume service south from Marysville on a temporary basis. The railroad announced that the plans for the new depot in Marysville must be postponed due to the need to repair roadbed and bridges.

Again the railroad tried to increase traffic by special events. A "theater train" was to be made available from surrounding towns to Marysville when a big show was scheduled. A special fare schedule was placed in effect for the "Trolley-Baseball League". There were to be special trains between outlying towns and Marysville for "merchandising celebration" sponsored by Marysville merchants. One new local car was added in Marysville to increase traffic with Yuba City, although it really was to be used in case of emergency, since there were only two cars in service and when one had a problem the service of course declined.

In May of 1914 reports began to circulate that there were many changes to be made in the Northern Electric's management, that there might be a reorganization of the corporation, also that the various subsidiaries of the corporation might be consolidated into a holding company.

As the war clouds over Europe started World War I, there were financial clouds over the Northern Electric Railway. On September 20, 1914, it was admitted that the railroad could not effect payment on \$3,750,000 first mortgage bonds and to prevent the trustee of the bondholders from taking action to foreclose as provided by the trust indenture, the railroad filed in the Federal courts as bankrupt and requested the appointment of a Receiver to operate the railroad while reorganization could be worked out with the various creditors. Judge Dooling of the Federal Court in San Francisco was asked to appoint three Receivers; however, Judge Dooling appointed only one, John Coghlan, who was the attorney for the Pacific Gas and Electric Company. At the time the bankruptcy action was filed, liabilities were listed and reached a total of \$11,752,000 consisting of first mortgage bonds, secondary bonds, labor claims and unsecured creditors.

A bondholders protective committee was formed and also creditors of other interests were formed. As these committees became active certain legal points became clear especially the position of the various bondholders. It appears that when the Northern Electric Railway, the California corporation, was formed they agreed to exchange bond for bond with the holders of obligations of the Northern Electric Co. and when the new bond issue was made by the California corporation, the trust indenture then provided that the entire road as it was completed became subject to the first mortgage to protect these bonds. This group of bonds (\$3,750,000) were the first mortgage or overlying bonds and all other issues became secondary, or the underlying bonds. Note that the outstanding amount of these bonds comes far from being the issue advertised

for \$25 million in 1907. Under these circumstances, the underlying bondholders and other creditors could not allow the first mortgage bondholders to close them out by foreclosure.

While the various committees were attempting to come to some agreement as to how their claims could be handled in reorganization, the Receiver was trying to do his best to restore traffic on the railroad and produce a profit. There were statements that the passenger service was losing money while the freight service was profitable, however the Receiver stated that this was not true. Another "Steamer Special" was placed in operation, from Marysville to Sacramento, where a California Central Traction Company steamer would take passengers to San Francisco. A mail contract was effected from Marysville to Colusa and way stations.

The Trolley League was to be reestablished, a modern depot erected at Stafford, in Sutter County and an addition planned at the freight shed in Marysville to include offices.

The last threat to the Northern Electric concerning its right-of-way seems to have been on October 1, 1914, when a repair crew on the Northern Electric was ordered off the tracks at Ostrom, Yuba County, by members of the Jaque family who claimed the Northern Electric did not have proper title to the right-of-way. D. E. Jaques was hailed into court for his action in using a gun. He was found guilty and was unable to prove that his title was clear.

Train schedules were shifted from time to time, another new name appeared, the Sacramento Valley Limited, and on this run there was a new parlor car, named the Bidwell.

In February 1915, heavy rains produced overflow on the Sacramento and that included the bridge at Butte Slough. The Meridian bridge was damaged and some of the roadbed on the west side of the Sacramento to Colusa. To continue service to Colusa, a launch was to be used from Meridian to Colusa for passengers and it was estimated that it would take at least one month for repairs. However, to secure permission for the Receiver to borrow funds for the repair of the Meridian bridge a petition had to be filed with Judge Dooling in San Francisco and not until July of 1915 was this permission granted and the Receiver authorized to borrow \$50,000 under his certificate to complete the repairs.

By now the various plans for reorganization were made public. The Marysville Evening Democrat seemed to have the largest file of articles concerning the various proposals. It seems that at that time, railroad bonds were legal for California banks, and most of the secondary bonds were held by banks in Sacramento, Oakland and San Francisco. So the first plan was given the name of "Bankers Syndicate" which proposed that the holders of the secondary issues advance funds to pay the interest on the first mortgage bonds so that they were not in default. There were estimates that the railroad was worth about \$9 million as an operating entity and that there was equity for the secondary and unsecured creditors. Albert Bonheim, owner of one of the largest amount of secondary bonds tried to interest Rudolph Spreckles to advance funds to purchase claims and to consolidate the various companies, as it was stated that Spreckles held \$500,000 in first mortgage bonds. By April 1, 1915 the secondary bondholders agreed to a 30-day period for this so-called syndicate to come up with a plan that would



forestall foreclosure of the first mortgage bonds on May 1, 1915. But, these same creditors were not willing to take a position not to enforce their claims within five years.

While the creditors of the railroad were all trying to see that they got as good a deal as possible, the railroad was operating and the Receiver, John P. Coghlan, indicated that it was meeting all current expenses, except for the funds needed to repair the Meridian bridge and approaches which included six miles of the track on the Colusa side of the Sacramento. Since Sutter and Colusa Counties had ownership of one-third each of the bridge, they were prepared to pay their portion of this cost.

A rather unusual step was taken when the railroad announced that it would place signs in all its stations in Chinese and Japanese for the convenience of the many farmworkers in the area. The first station so marked was Rio Oso near Arboga.

At last a reorganization plan was ready and apparently acceptable to a majority of the creditors, outlined as follows:

A new railroad corporation to be formed to own all the property of the Northern Electric Railway Co., the Sacramento & Woodland, the Marysville & Colusa, the Vallejo & Northern and the Sacramento Terminal Company.

First income bonds would be exchanged for all of the bonds issued by the Northern Electric Railway and the others named, except, the \$150,000 first mortgage bonds outstanding on the Sacramento Terminal Co. Interest would be paid on these bonds if earned at 5 per cent from date of issue.

Second income bonds would be issued to unsecured



creditors for 50 per cent of their claim. Interest would not be payable for five years from date of issue, after that at 5 per cent if earned and after payment on the first income bonds.

A new issue of first mortgage bonds, the original amount of \$50,000 with authority to increase to \$150,000, interest payable at 5 per cent unconditionally and prior to the first and second income bonds. This first mortgage bond issue to pay all the Receiver's certificate, attorney fees, cost of litigation and any preferred claims for labor or materials.

W. R. Hammon, E. J. de Sabla Jr. and E. R. Lilienthal were to be offered a release of their endorsements on obligations of the railroad upon payment of \$500,000. In the event this amount could be collected, the funds must be used to retire the first mortgage bonds of the railroad.

The capital stock of the new corporation was to be placed in trust with the Union Trust Company of San Francisco for a period of five years with the authority to sell the common stock for not less than \$2 million dollars. Upon such a sale the money would be distributed prorata among the holders of the second income class bonds. The common stock so held by the Trustee would be voted as directed by the holders of the first income bonds, except that the second income bondholders would always be entitled to elect one director.

This arrangement was finally accepted and all the legal work completed but the successor corporation was not in actual operation

until 1918, when the Sacramento Northern Railroad came into being and all of the agreements, bonds, claims and litigation had been settled.

So for the years during World War I, the Receiver continued to operate the Northern Electric Railway and there were some improvements in service as well as equipment.

A new combination baggage car and smoker was placed in service, it had been constructed in their own shops. With installation of new 130 horsepower motors this car was capable of handling two trailers.

The next move was to arrange for trackage rights so that cars could run from Chico to Sacramento and then over the Oakland and Antioch and Eastern System without change of cars direct to the San Francisco ferry. Two express trains were running, the Bay Cities Limited and the Sacramento Valley Limited. Special fares were in effect for the San Francisco International Exposition, and an ad in the Marysville Evening Democrat June 29, 1915 quoted \$5.50 round trip to San Francisco from Marysville, one way via the Oakland-Antioch and Eastern, then returning by the California Transportation Company steamer, but if you were willing to come back the same way that you went, the fare was only \$4.50. Even for Fourth of July, special fares were in effect and a special train would leave Sacramento at midnight on July 5 for those who wanted to stay up late.

The Northern Electric had brought fairly good transportation to the upper Sacramento Valley. In 1916 jitney buses in Marysville began to provide a new competition and county roads were improved to the point that trucks also began to compete for farm products.

Yet, the railroad provided passenger and freight service on a regular basis, paid taxes on its property in the various counties it serviced, employed men in the operation of the trains and their maintenance, and the stockholders lost their investment along with some other creditors.

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Marysville Appeal, September 12, 1915

Beans Occupy Attention of All Warehousemen.

Yuba City. September 11 - Beans are beginning to occupy the attention of the warehousemen of Sutter County. The first of the season's crop arrived at the warehouse this week. With the coming of next week it is expected the harvest will be well under way.

Experts on the bean question who are employed by buyers of this product in San Francisco, Sacramento, and other cities report that the crop of Sutter County this year is the heaviest on record. The quality of the bean is said to be good, as the growers of this section escaped the ravages of the worm which wreaked havoc with beans in other places.

Black-eye variety of bean is yielding twenty sacks to the acre in District 70. The red kidney, the pinks and Lady Washington varieties also promise to yield well. Favorable weather conditions continue.

Yuba City. September 13 - Marysville, Yuba City and Live Oak are now connected with an auto stage. The line is being operated by J. M. Hampton, a well known resident of Live Oak. Two autos are in use at all times. The stage line was established principally for the benefit of school children.

GLEANINGS

LAND ADS

For Sale

Twenty-acre Tracts

Irrigated Land

at Chandon on Electric Railway

Only \$115.00 Per Acre

Easy Terms

W. F. Sperry

Marysville

California

Marysville Appeal, October 6, 1908

SUTTER COUNTY LAND  
SYNDICATE LANDS

The Sutter County Land Syndicate offers the following choice lands for sale on easy terms in small subdivisions:

Acre lots at TERRA BUENA STATION. This is a fine residence location. Good water, new schoolhouse and electric depot on the tract. Ten minutes ride to Marysville by electric cars. This is a splendid opportunity to get a country home. Terra Buena is building up.

Building lots in the beautiful COOPER TRACT ADDITION to Yuba City. Exceptional school facilities; good water; street car service through the tract. Cement sidewalks. Save rent and build yourself a home on the Cooper Tract.

Ten-acre tracts in the ELMER SUBDIVISION, surrounding Terra Buena. This is the home of the Thompson seedless grape. No irrigation required. The records show that similar lands in Sutter County planted to seedless grape vines have netted their owners for the last three years over \$100 per acre annually. Interurban car service through the tract.

Ten and twenty-acre tracts of alfalfa land - no irrigation required - in the famous DISTRICT NO. 70, near Meridian and near the proposed line of the Northern Electric Co.

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For particulars inquire of E. A. Forbes, 410 Third Street, Marysville, W. O. Wood, Land Agent, Meridian, P. W. Lytle, Resident Agent, Terra Buena.

Marysville Appeal, September 9, 1915

Cupid Is Again "On His Job"

Yuba City September 8 - For weeks and weeks county clerk Alvin Weiss has tried in vain to sell a marriage license. There was not a single call. The swains and maidens of the county seemed attacked with mutual bashfulness. It seemed as if Sutter County's Race Suicide Club has organized with several life members. Then a change came. A sudden flurry of Hymenitis struck... (now follows a list of three couples who applied for licenses)

Clerk Weiss takes the credit all to himself. "... I've broken the anti-matrimonial jinx that had fastened upon this region. From now on I expect a constant procession of applicants for mantrimonial harness to my office. If this keeps up Justice Tucker can add another wing to his house."

MEMORIAL MUSEUM REPORT  
as of May 24, '75

MOVING DAY HAS COME AND GONE

The number thirteen always seems to be a lucky one for this writer (with out daughter's birth, her thirteenth birthday occurring on Friday the thirteenth, and several other such personal coincidences) and now this chances to be the thirteenth report I've made on progress of -- first the Memorial Park Site, and then that of the Community Memorial Museum from its inception. And how good it is to be able to report that the Museum building is now completed and all the contents from our former rented quarters are now located in their permanent home at 1333 Butte House Road. (Note that number -- starts with 13!)

While moving days are always strenuous, none could have gone ~~more~~ smoothly than with this one, (despite the rain) with everyone so cooperative, so helpful and so pleasant. Thanks to the generous aid of the volunteers, Randolph Schnabel, Joe Patane, Bob Logan, Kent, Martin, and Lewis Dewey (who transported all the smaller boxes in their own pickups) in addition to the expert handling of all the large pieces, by the PDQ Van and Storage Co. the move was expedited with dispatch and utmost courtesy (even to the thoughtful scraping of shoes before entering on the new carpet.)

That Thursday, April 24, not only marked our moving day, however, but the welcoming of the Women's Council of Realtors (who had given us a gift of \$100 at their last meeting) who had asked permission to hold their regular monthly luncheon meeting in the Board of Directors' room (and for which we had set up



folding chairs and benches from home) for which they brought their own sandwiches and coffee. Thus, despite our weariness, it became a gala day by way of participation.

Special thanks and appreciation goes to Florence Arritt who, for eleven years, along with Ida Doty, has given so generously of her time and devotion to the former work of the former Museum, who, along with Joan Haak, (our hostess there) spent several weeks in packing and listing all the boxes prior to moving, in addition to Jean Gustin the final week (as well as the week and a half at the new location before her formal work began as our new Curator) And how fortunate we are in having procured so very capable a one as she!

Such willingness and enthusiasm together with the several sizeable monetary gifts that have been received from individuals, various association, clubs and sororities of late, augurs well for the success of our project. However, this is but the beginning of all that remains to be done. All that has been accomplished up until this time must be upheld and furthered by an ever widening circle of friends and associates willing to add their assistance by way of monetary gifts and service. We are assured of ample gifts of historic interest to add to those already owned, but the present and ongoing need is for monetary gifts to pay for the outstanding loans necessitated by the rising costs beyond that anticipated at the time of the original donors gift.

Is your name among those which will be on permanent display as a donor? Have you enlisted a friend or neighbor's support? This beautiful public building dedicated as a memorial to the pioneers and veterans of the area will ever remain one of the

communities' outstanding assets. Take pride in being among its founders. All gifts are tax deductible. They may be made in installments, if desired, - as an outright gift - in honor of - or as a memorial to a loved one, in lieu of flowers.

While the Museum's doors will not be opened to the public much before July 1 (or a bit sooner) the formal dedication ceremonies will be held October 19, 1975.

\* \* \* \* \*

Two more gifts have come to the Park Fund (probably intended for the Museum Fund) from Phedelia Wagner in memory of Lewis Regli and Environmental Research Associates as an outright gift.

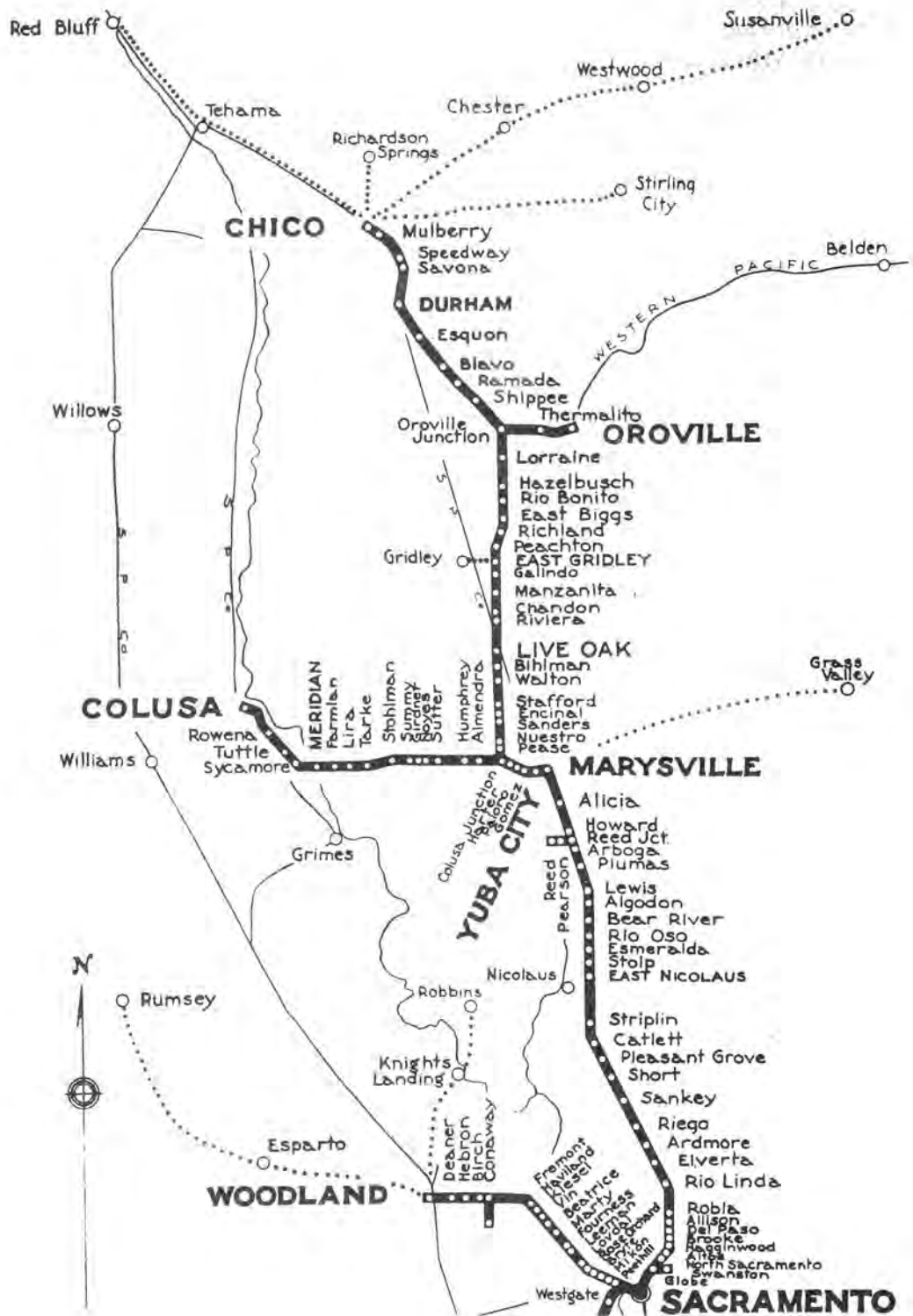
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Continued from the April BULLETIN

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John & Irminna Palmer	in memory of Claude Triplett
John & Irminna Palmer	in memory of Lewis Duncan



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