

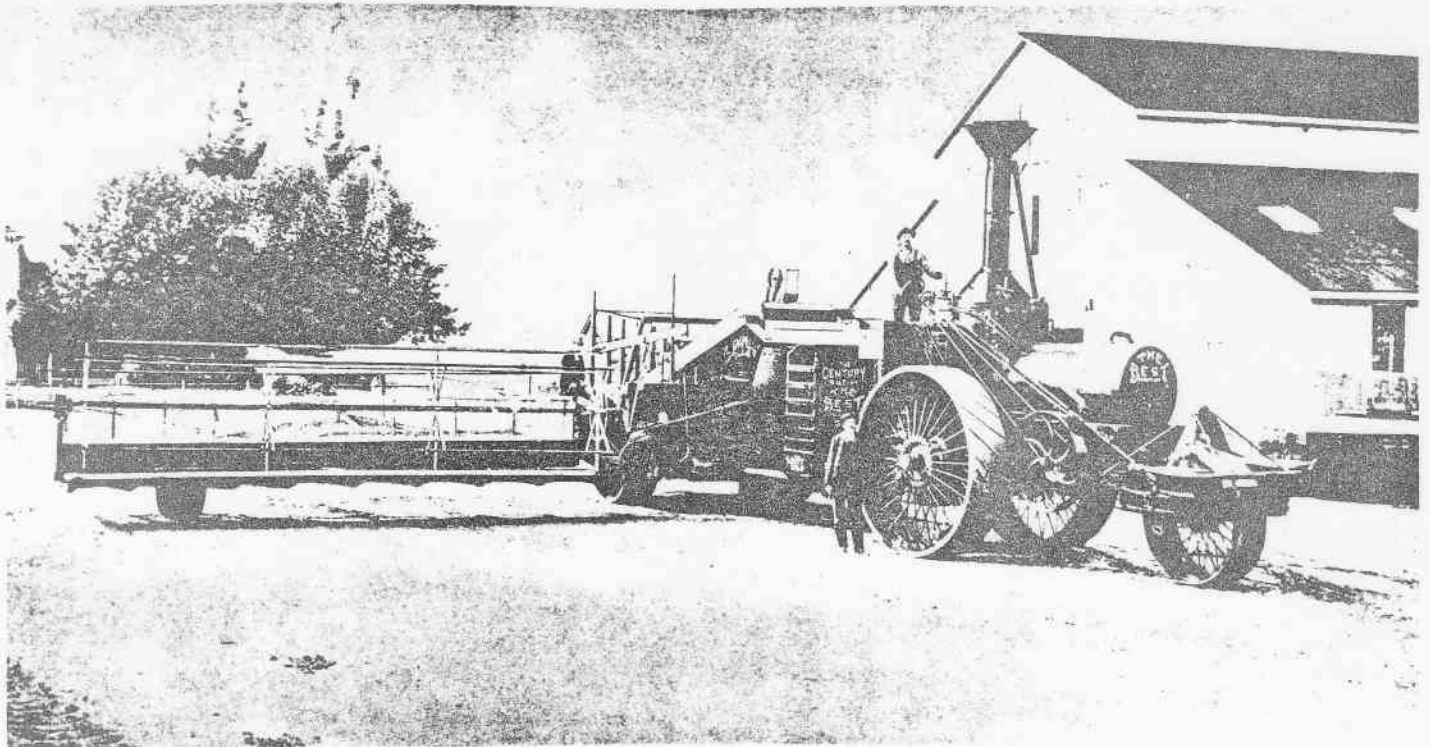
# SUTTER COUNTY HISTORICAL SOCIETY

## NEWS BULLETIN

VOL. XXII, NO. 1

YUBA CITY, CALIFORNIA 95992

JANUARY 1983



BEST STEAMER, COMBINED HARVESTER AND GRAIN HEADER. DAN BEST IN FOREGROUND.

SUTTER COUNTY HISTORICAL SOCIETY

NEWS BULLETIN

Vol. XXII, No. 1

Jan. 1983

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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. JANUARY 1983 dues are payable now. Your remittance should be sent to Sutter County Historical Society, P.O. Box 1004, Yuba City, California 95992. To insure delivery of your NEWS BULLETIN, please notify the Treasurer of any change of address. Dues are \$7.50 per person, \$10.00 per family, \$5.00 if over 70 years.

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An index and file of all the past issues of the NEWS BULLETIN may be found in the Sutter County Library, the Marysville City-County Library, and at the Community Memorial Museum.

ANNUAL MEETING

January 18, 1983

\*\*\*\*\*  
\* Annual Meeting at the Museum, January 18, 1983. Election \*  
\* of Directors to serve our Society for the next two years is \*  
\* the main order of business. Winnie Greene is Nominations \*  
\* Committee Chairman, so if you would like to serve, there \*  
\* is still time; but barely, to call her. Directly after the meeting, \*  
\* the new Board will hold an organizational meeting, electing \*  
\* Society Officers for the coming term. We are trying to nail \*  
\* down an Oral History buff for our next meeting and hope to \*  
\* have some authoritative information in that field. Let's have \*  
\* a good turnout at this important gathering. \*  
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TABLE OF CONTENTS

Presidents Message

Museum Notes

Antecedent of Caterpillar Tractor Company

Reminiscing with Myrtle

Eastern Star

### PRESIDENT'S MESSAGE

The end of September saw the Fall Symposium of the Conference of California Historical Societies in Modesto. Dorothy Huggins reported to our October Meeting about her day on 9-25-82. She enjoyed the program despite the rain, toured the restored units at Knights Ferry, and heard a presentation by Carlo DeFerrari, Tuolumne County Historian. (We don't have a County Historian in Sutter County. Should we?)

Arth and Alma Freeman of Marysville shared with us their fascinating hobby of Rockhounding. They enjoy the field explorations jointly but then split into their specialties, Arth to lapidary work, cutting and polishing stones into final form and jewel appearance, and Alma to silver-smithing, designing and shaping the mountings to display stones at their most fetching, as rings, broaches, or other items of adornment. Samples of their combined talents and specimens in various stages made a really impressive display. And as a bonus, we got a close look at some Indian artifacts which Arth collected years ago around the old Reeves Ranch south of Yuba City. We are grateful that this enthusiastic couple has such a knack for sharing their knowledge and skills with others.

The long damp nights of the winter solstice season would leave us too much time for mischief if it did not also bring the anguish over Christmas shopping (and Christmas prices!) and the long hours addressing Yuletide cards to the outstanding people in our past and the relatives in our present. It's good to have that over with, and lengthening days at our disposal again.

*Dwight Greening*

## COMMUNITY MEMORIAL MUSEUM NOTES

Jean Gustin, Director/Curator

COMMISSION NEWS: The commission members of the Community Memorial Museum are excited about our expansion program at the museum! As you know, the walls are beginning to bulge in order to accommodate our growing number of artifacts. At last we will be adding to the building to provide more storage space and a work area for preparation of exhibits. Look for the extension to begin this winter. We are proud and happy to announce that for the 4th consecutive year we have been awarded a grant from the Institute of Museum Services! Quoting Congressman Vic Fazio's letter announcing the \$9,134 grant: "I have been privileged to visit the Museum and to know firsthand of its value. The community and the museum staff are to be commended for their vision and hard work."

MUSEUM "V.I.P.s": One of the most important factors enabling the museum to rate high praise from Congressman Fazio is our outstanding group of volunteer workers! On October 4th a "Recognition Coffee" was held at the museum honoring our Auxiliary members. Heading the list of workers is our Auxiliary Chairman, Caroline Ringler, who received recognition for 622 hours of service for the year! Members receiving recognition for over 100 hours of service were: Eleanor Boyd, Bee Brandt, Connie Cary, Madge Johnson, Dorothy McGee, and Ruth O'Sullivan. Others receiving Certificate of Appreciation were: Florence Arritt, Marian Behr, Mary Davis, Ann Dietrich, Pat Del Pero, Lena Frye, Marion Hankins, Aileen Jones, Amelia

Krueger, Leah LaMaida, Peg Longley, Mary Mulvany, Betty Ogburn, Emily Olson, Mary Poole, Jo Porter, Wanda Rankin, Madeline Sabin, Helen Scott, Cuba Scriven, Cherie Smith, Dorothy Sneed, Alice Staas, Anna Ulmer, and Shirley Wilson. Also honored for their service hours were Beta Omega Chapter, Delta Kappa Gamma, and Oak Leaf Parlor No. 285 of Live Oak, Native Daughters of the Golden West. Certificates of Appreciation for their continued support were presented to The Frame Shop, Harter Packing Company, Orchard Machinery Corporation, Pepsi Cola Bottling Company, Jane Roberts, Yuba City Florist, The Appeal Democrat, and the Valley Herald.

JANUARY 7 THROUGH FEBRUARY 28: Bob Leverett, instructor in photography at Yuba City High School will exhibit photographic prints using the now rare "Dye Transfer Process" developed by Kodak. Dye prints are the usual choice of museums and collectors because of their permanence, as well as color purity and tonal control that ordinary prints cannot match ... in other words, the ultimate in print quality! This promises to be a real treat for all of our photography buffs!

MUSIC, MUSIC, MUSIC: January 30th is the date scheduled for our next concert. Watch your local newspaper for details.

LIST OF DONORS TO THE COMMUNITY MEMORIAL  
MUSEUM TRUST FUND AND BUILDING FUND  
September 2, 1982 through November 29, 1982

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Twin Cities Riding Club	in memory of Howard Billman

AN IMPORTANT ANTECEDENT OF THE CATERPILLAR TRACTOR COMPANY

BY

WILBUR HOFFMAN

A major predecessor of the Caterpillar Tractor Company flourished in California under the ownership of Daniel Best and later by his son C. L. Best, both pioneer manufacturers of steam and petroleum powered farm equipment during the late nineteenth century and early twentieth century. Much of their agricultural machinery was conceived and tested on Daniel Best's brother Henry's ranch located about eight miles southwest of Yuba City in Sutter County.

Daniel Best came west from his native Ohio at the age of nineteen to Walla Walla, Washington in 1852, where he hewed lumber to earn a grubstake to mine gold in the Snake River country. Two years later he was working in a sawmill in Portland, Oregon. While laboring there, his talent for engineering became apparent. He collected scraps of waste iron out of which he conceived and built a steam sawmill capable of cutting 1,200 feet of lumber per day.

About 1872 Best moved to Sutter County and worked on his brother Henry's ranch. In those days, grain was a principal crop. Daniel saw the need for an efficient grain cleaner, a machine that separates the wheat from the chaff. He conceived, built, and patented such an apparatus that was portable. And on his brother's ranch, Daniel Best began building and marketing these cleaners.



After selling half interest in the grain cleaners to a L. D. Brown, Best returned to Oregon where he began working as a pattern-maker in Albany in 1876 at the Cherry Iron Works. Apparently young Best wanted to learn more about the machinist trade. But Best continued building his grain cleaners in Albany during the winter and selling them during the summer in Oakland, California, which was the West Coast leading grain center and the largest market for his machines. In 1879 he set up a shop there, but evidently the building was too small for he received complaints from the police for stacking his parts and material in the street.

Daniel Best was still spending part of the year at the iron works in Albany in 1882. The owner, Nathaniel Slate, stated:

"Dan Best was a pattern maker and a good one. I had him help me get up a combine in 1882. That was when he found out it would take a field full of horses and mules to pull it and we began talking steam traction engines."

So here it was that Daniel became enthused with steam power tractors and combined harvesters. He did not, however, forget about grain cleaners; he now designed a grain cleaner that would become part of a combine (a shorter term for combined harvesters).

Having become acquainted with the machinist trade, enthused with steam power traction and combines, and seeing the need for more modern agriculture equipment, Daniel Best purchased a farm implement manufacturing plant in San Leandro, California, in 1883 or 1885 (sources vary). But plows, while necessary for farming, were to prosaic for Best; he

envisioned steam power pulling gang-plows, harrows, disks, seeders, combines, and other heavy loads. He phased out building plows, began constructing combines, and by 1889 was manufacturing steam traction engines in his San Leandro plant. In the meantime, Best improved his combine and grain cleaners - cleaners that could be installed on stationary harvesters or combines.

Since Daniel Best's brother Henry operated a large ranch in Sutter County of which grain was a principal crop, Daniel tested his new equipment on this ranch. And, no doubt, his brother was able to make suggestions and give ideas about farm machinery, what was needed and practical for operation on large grain ranches that were now sprawling in California's agricultural areas. The Sutter County Farmer gave an account of Daniel Best's steam traction engine pulling one of his combines (with an eighteen foot header) during harvest in July 1889 on Henry's farm.

The tractor was described as replacing thirty horses. The boiler was upright between two rear wheels that were eight feet in diameter, twenty-four inches wide with heavy iron ribs for treads. A five-foot wheel, fifteen inches wide with a two-inch rim bisecting and circling the center was set in front acting as a guide wheel. The pilothouse floor was seven feet off the ground. A team-drawn wagon with wood (cottonwood) and a water tank moved alongside the monstrous machine. Like an elephant using its trunk, the steam tractor dropped a hose into the water tank to siphon water for its boiler. Wood was stowed into the behemoth's fuel box. And

all this while both wagon and machine were moving. Five men comprised the crew - two to operate the steamer (engineer and fireman), one sack-sewer and one header-tender (to regulate the cut of the header), and finally one man oversaw the whole operation. The water and wood wagon required one teamster.

Not only did Best's steam tractors pull combines; they drew plows. The following excerpt from the Red Bluff Sentinel of February 9, 1889, described this mode of operation:

"One of Daniel Best's traction power engines, manufactured at San Leandro, is on trial on W.W. Finnell's ranch as the motive-power to draw twelve 10-inch plows. The machine was purchased by John S. Butler at a cost of \$4,500, provided it is successful in plowing. We saw it in motion Monday and it appears to be a perfect piece of machinery. There is little doubt that it will work to the entire satisfaction of the manufacturer and the purchaser."

Best kept adding improvements to his tractors, harvesters, and grain cleaners. Some he enlarged, others he built for special job requirements, such as a steam tractor with two drive wheels with five-foot wide treads; the front wheel for steering measured fifty inches wide. These machines were used on the soft Delta peat soils where regular equipment bogged down. Steamers creating 110 horse power (the original steamer was 50 horse power) were built after the mid-1890's. And, perhaps ahead of his time, Best considered the engineer and fireman by adding a dust-proof cab to his tractors. By 1891 his San Leandro plant was working at full capacity and continued to do so.

The "Shop Notes" of Daniel Best describes the performance of one tractor engine built for the Marquis de La Fayette Remington:

"The traction engine, Marquis de La Fayette Remington's engine Rough and Ready, was tried at plowing at the big shop Thursday afternoon, in the presence of a large crowd, some of whom were interested as prospective purchasers. Two large platform gangs of six plows each were attached and lowered so as to cut eight inches deep and the machine walked off with them as if nothing was behing it, leaving at each passage across the field a plowed strip nearly twelve feet wide. The plows cut two or three inches below the former plowings and threw up the earth in immense lumps. To persons living at a distance we explained that the ground was a black firm loam, very dry, having had no rain on it for months. To show what the machine would do in loose summer fallow it was run the length of the field over the lumpy plowed ground drawing the twelve plows after it set as deep as they would run and with men riding on the beam. It looks as if the day of the locomotive steam plow has arrived."

Remington's Oregon Traction Engine  
("Shop Notes" of Daniel Best)

By 1896, Daniel Best had developed a gasoline powered tractor, but since gasoline was not widely available, he continued selling steam tractors. But Best proved that the gasoline powered tractors produced superior power. He joined together the rear ends of a gasoline tractor and a steam tractor for a tug-of-war on full power. The gas burner pulled the steamer around the block. During the ensuing years, Best refined his gasoline engines and gradually their use became common.

Pulling contests between tractors of Daniel Best and those of the Holt Manufacturing Company livened the stillness of many holidays or Sundays (the usual day for such contests). With clutches squealing and

smoking and engines roaring fitfully, drivers urged their monsters onward to out-pull their competition. Usually gang-plows of equal weight and size were hooked behind tractors of comparable power ratings. Such exhibitions turned into sporting events with money bets riding on the winner. Tempers and fisticuffs sometimes erupted between antagonists. Best's tractors generally won over their competition.

Daniel Best's equipment was considered superior. In 1905 the Rural Californian recommended Best's "New Combined Harvester." It was sturdily built and could operate well on hills or flat land. It was able to harvest 1,000 sacks of grain or sixty-five to one hundred acres (threshed, recleaned, and sacked) a day at a cost of fifty cents an acre and perform as much work as one hundred men and fifty horses. Of the "Best Traction Engine," it was said to plow, harrow, and seed from thirty-five to seventy acres a day; with a seventy-five foot harrow, it could work from 100 to 125 acres a day. The machine was considered unsurpassed in design and work accomplished.

Best also built gasoline engines for use other than in agriculture equipment. Such a gas engine was designed and built in 1893 to propel street cars. The street railway line between Yuba City and Marysville used a Best's specially designed gasoline engine. It was claimed that the system could be thrown in and out of gear without a jerk or jar, that the speed was eight miles an hour, and that the car could go forward or reverse, and that car would stop or start at the will of the one-man operator-- a rather important feature.

The Daniel Best Company prospered and expanded. By the early twentieth century, his machines, in addition to his domestic market, were working in Russia, France, Italy, Spain, China, Central America, British Columbia, and Mexico. Best steam tractors were exported to Russia as early as 1903. The first tractor was delivered at St. Petersburg from where it was driven under its own steam 500 miles over difficult terrain to Siberia.

In 1908 Daniel Best sold the Daniel Best Company to his major competitor, the Holt Manufacturing Company. Daniel's son, C.L. Best, retained a substantial interest in the company and remained active in it. But in 1910, C.L. Best wished to be an independent farm equipment builder so withdrew from Holt and formed his own company, the Best Traction Engine Company. Leo, the son's given name, was well qualified to operate a farm equipment operation. His father made the following statement about his son:

"Leo grew up in the tractor and farm machinery business. When he was thirteen he showed great interest in the manufacturing end of the business and was constantly at it during the entire period that I was active. He felt he could not give up so interesting a life when I sold out, and as a result formed what is now one of the leading factory concerns in America. Leo took several courses in engineering and also many special courses in his particular line of business. I made him superintendent of my plant at the age of twenty. Before the age of eighteen he was buyer for the plant."

Leo concentrated on gasoline powered tractors and began developing the crawler tractor. The concept of "tracklayers" was not new, but C.L. began a series of experiments to improve the crawler. Following a series

of experiments, he perfected and patented the spring mounted "oscillating" truck to replace the current rigid truck design. This oscillating design allowed each truck to operate individually allowing it to follow the contours of the ground thereby lengthening its life. C.L. Best also obtained two tracklayer patents from A.O. Lombard.

His business expanded rapidly. By 1919 he had offices in San Francisco, Stockton, Los Angeles, Walla Walla, New York, and a branch factory and warehouse in St. Louis. His tractors were in use worldwide. The main plant was moved from Elmhurst to San Leandro in 1919.

In 1925 the Holt Manufacturing Company and the Best Traction Engine Company merged. C.L. Best became chairman of the board and his long time associate R.C. Force was made president. The new company was called the Caterpillar Company. This great corporation can trace one of its important roots to Daniel Best and his experiments and inventions, some of which were tried and conceived on his brother Henry's ranch in Sutter County in the 1870's and 1880's.

NOTE: Information for this article was taken from Best family letters, the San Francisco Chronicle and a previous article published in 1963 Bulletin issues.

MY LIFE IN CALIFORNIA  
A SEQUEL TO THE STORY OF MY EARLY  
LIFE IN MINNESOTA  
BY MYRTLE NEWCOMB

In the summer of 1921, my sister, Luella, and I arrived in Berkeley from Fargo, North Dakota. Our mother and step-father had arrived there earlier. We were introduced to our first ferry on which the train was taken across Carquinez Straits. We were disappointed in seeing the brown hills when we had expected everything to be green as it had been in the midwest. My first impression of the Bay Area was not very favorable. First of all, I did not like big cities and worst of all, I disliked the constant cold and fog. I kept thinking "there must be a better place in California".

However, we both found employment and lived in an apartment on Shattuck Avenue. She went to work for Pacific Telephone just a block away but I had to commute to San Francisco, where I worked for S.L. Jones and Company, an import and export firm at 244 California Street. I boarded the train right in front of the apartment house which took me to the bay, rode the ferryboat to the city, and then walked to the office from the ferry building. The only way across the bay to any point was by ferry and there were numerous ferryboats going leisurely in all directions. It was very enjoyable in nice weather but I never did get used to the many times we had thick fog. Fog horns would be blowing warnings as we passed Yerba Buena Island and it seemed at times that we were close enough to reach out and touch the island; but those old skippers were very adept at getting us safely across and they invariably maneuvered the ferryboats straight



into the slips every time when we passengers couldn't see a thing. Even with the few cars in those days, sometimes there were long delays as the ferryboats could only handle a certain number, and then it was necessary to wait for the next one. There was no advantage in being in a hurry - but then, life was not as hectic in those days. On one trip which we took to Callstoga on a holiday, we waited four hours to catch the ferry at Vallejo to cross the Carquinez Straits - finally, at midnight we made it. Cars were lined up way back to Napa Junction, moving up just a few cars at a time. It was cold and foggy and here we were in an open roadster and no other way to get home. Everyone in the East Bay with a car must have gone into the country. Two years of this was enough for me!

After two years, Luella met and married a young man who also worked for the Telephone Company; so, in the fall of 1923, I made plans to visit my brother, Randolph, who had recently arrived in Marysville from North Dakota.

I came by Sacramento Northern Train and immediately upon my arrival in Yuba City I liked what I found here and it definitely was "the better place" I had been hoping for. A small friendly community, more like the towns in which I had lived. I even enjoyed the heat - it was good to finally get thawed out!

The two towns seemed more like resort towns where everyone enjoyed doing things out of doors which appealed to me.

Not only was the town of Yuba City so attractive, but all of the surrounding area of Sutter County was like a paradise, with such an abundance of all kinds of fruit trees and vineyards. Beautifully kept orchards of prunes, plums, cherries and peaches bordered the town on the north, west and south.

When I arrived, most of the fruits had been harvested and grapes were being dried in the open fields on big trays as there were many acres of Thompson seedless grapes being grown in the county. Prunes and peaches were also being dried on trays. Farmers in those days knew all about solar power and put it to good use. There were only a few almond orchards - mostly around Sutter.

In spring, when all of those orchards were in full bloom, with the Sutter Buttes in the background, it was a most beautiful sight. The boundaries of Yuba City were approximately - Clark Avenue on the west, Colusa and Del Norte Avenues on the north, and Franklin Avenue from Clark Avenue to the Garden Highway on the south. The population of Yuba City was about 2,000.

There was no doubt in my mind that this was the place I wanted to live, so I immediately started looking for employment and was very fortunate in finding a good position as deputy treasurer for Fred H. Heiken, Sutter County Treasurer and Tax Collector. Through the years, he had a lot of fun telling people about the Norwegian from Minnesota who came

into his office asking for a "yob!" I was most fortunate to have found this place to work as it helped me in getting acquainted in a short time and making so many new friends. Two of these very nicest friends were Fred and Ora who immediately made me feel so welcome in the community. They took such an interest in my welfare and even built a nice little house for me in back of their home on Fairman and Yolo Streets.

In just a few weeks, I met Ralph Newcomb at the Armistice Day dance at Forester's Hall in Marysville. He had arrived here from Seattle a few years earlier with his parents and sister, Elinor, and brother Ronald. He graduated from Marysville High School in the Class of 1922.

We were married in Auburn on August 5, 1924, and this started 52-1/2 years filled with a lot of living - with never a dull moment. We lived in the small house where I had been living when Fred realized that it was too small for two so built a bigger one next to it. Later, he built two more like that across from us and this became "Heiken Court". Here, many young couples lived in the years following - some worked in the county offices and it was close to their work.

The main business section of Yuba City comprised only about two blocks on Second and Bridge Streets, but we found all of our daily needs in that compact area - it was a complete "shopping center".

I'd like to take you for a stroll down my memory lane through that downtown area of Yuba City to meet some of those nice people who played such an important role in our daily lives and served us so well. This is the way I remember seeing it.

First, let's stop at the little post office on the corner of Bridge and Yolo Streets, where in 1924 Ralph and I signed up for Box 144, which I still have - probably one of the longest term post office box holders in Yuba City. Harry Meyers was postmaster and Mable Englener, Clerk. Later, my brother Randolph, also worked there.

Next, on the opposite corner, was a small barber shop. Then, we were greeted by Harry Thomas and Earl Huffmaster in their garage. They became automobile dealers as more cars were manufactured. Next door, the Sutter Hotel which had a nice little dining room.

Across Sutter Street to the First National Bank of Yuba City owned by C.R. and George Boyd, where we started our very first bank account in 1924, and have followed the same bank through Bank of Italy and now Bank of America. Many well known people worked there and everyone was always so friendly and helpful.

Next door was Hannagan's Grocery, a typical old-time general store, which was a very busy place and where we did our shopping. Ralph had been batching at the cherry orchard where he worked and had done his shopping there.

Carpenter's Cigar Store was next. This later became Johnie's Quick Lunch operated by Johnie and Marie Savage - it was a very welcome business. Then, the office of Sutter Holding Company owned by Don Boyd. The big building on the corner of bridge and Second Streets was a drug store, and it, too, became Johnie's Quick Lunch as his business grew rapidly. This was a place where you could drop in for just a cup of coffee, but it was also a place where early rising farmers and hunters gathered for a breakfast of Johnie's famous hotcakes, and to solve the problems of the world.

Now, going south on Second Street - Ted Chellis's Barber Shop which accommodated women as well as men. The newspaper office of the "Sutter County Farmer" was operated by Lou Woodworth and Otis Sweetland. Next, the Sutter County Abstract Company, later Sutter County Title Company, owned by Frank Ware and D.D. Green, with Hattie Ware as bookkeeper.

At Bremer's Hardware, we were always greeted by Frank Bremer who knew everyone. I remember buying our first radio, an "Atwater-Kent" and our very first electric refrigerator, a "Frigidaire" in 1926 - later, buying all of our home appliances. We have remained steady customers ever since, as we always appreciated the friendly personal service given us by all of his employees.

For a refresher, let's stop now for an ice cream soda at "Price's - a typical old fashioned ice cream parlor with small tables and chairs in the center, and Mrs. Price always there to greet us.

Next door was the law office of A.H. Hewitt and his son, Loyd. I met Loyd shortly after I arrived here, and we were privileged to keep him as a good friend from then on. Florence Hewitt was their secretary.

Upstairs, Dr. Jackson the dentist had his practice.

Ulmer's Bakery was a very popular place and many of us haven't forgotten those nice flour sacks of good material which we could buy for a small price and they made the best dish towels. Many women ripped, bleached and hemmed them, and some even embroidered on them. Thrifty women in those days made good use of everything!

Raub's Meat Market was a very necessary business.

On the corner in the I.O.O.F. Building - upstairs was the meeting place of the Odd Fellows and Rebeccah Lodges - downstairs had at one time been a grocery store but was later used as the Sutter County Library for many years.

Crossing Fairman Street, we come to Cosby's Pharmacy and their home next door. The Kimball home was in between it and attorney Lawrence Schillig's office, where D.A. Winship practiced law in later years.

Crossing "B" Street, now for a tour of the county offices. Let's go into the Hall of Records, which building has not changed at all over the years. In all of our visits to the county offices, I'll use the names by

which we all knew them in those days. First, we'll visit with Albert Brown, County Clerk, and Elmer Brown, his deputy. Then, the recorder-auditor, Harry and Grace Flanery, with Mary Van Arsdale, deputy. Later, this was made into two separate offices, with Clarence Kimball, auditor, and Rosemary Redhair, deputy, and Gene Boyd, recorder, and Mattie Boyd, deputy.

Then, on to the courthouse, in the first office on the right was Assessor Charles McQuaid and his deputy, Straub Wilcoxon. Across the entrance, Frances Switzer, County Health Nurse, with Marge Winship, deputy. Next, the place where I started working as deputy treasurer in 1923, the office of Fred H. Heiken, Treasurer and Tax Collector, and Ernie Kimball, Deputy Tax Collector.

Next door to this office was Sheriff B.B. Manford. Upstairs, Judge Mahan had his office, as well as Minnie M. Gray, Superintendent of Schools. Arthur Coats was District Attorney at that time. Edward Von Geldern was County Surveyor who played a most important part in the progress of Yuba City and Sutter County - planning subdivisions, streets, levee and reclamation districts.

Across Second Street from the courthouse was the home of Jess Flanery, who had told me about the available position with Fred Heiken.

Next was attorney McLaughlin's office in a very small building. It was later used by Judge Moncur, who always greeted me with "how's

every little thing, Myrt?" and he sounded just like "Fibber McGee" who was entertaining us on our first radios. Their home was next door.

Next was "Mission Hall" with more of the county offices - agricultural commissioner, Mr. Stabler, farm advisor Mr. Klamt, and the county library with Frances Burket, librarian, and Irminna Stevenson, assistant librarian.

Then, the home of Straub Wilcoxon.

It seemed that all of the county officials and many of the other county employees, as well as the people who worked in the stores, lived on Second Street and about two blocks on "C" and "B" Streets to the west, "B" and "C" between Second Street and the levee, and Fairman and Yolo Streets, near their work. Everyone walked to work in those days. These were the only paved streets in town - all the rest of the town was mostly residential with unpaved streets, dusty in summer and muddy in winter.

Crossing "B" Street, going north is the Masonic Hall - looks just the same. Next door, for a short time, there was a silent movie theatre operated by Atkins. Across "A" Street, Red Dowell's Garage, where we bought our Nash Roadster in 1926. Then came Moncur's Sheet Metal Shop and a blacksmith shop. In the building at the end of Second Street was the "independent" newspaper published by A.A. McMullen, which later merged with Sutter County Farmer. Next to this was a small park where every Christmas-time a christmas tree would be placed; and above it the platform



where we could take the street car to Marysville and ride for five cents. In Yuba City, it ran to Cooper and Reeves which was near the westerly city limits boundary.

Everyone traveled by train and all supplies were brought in by rail.

Levees were not very high and every spring there was the usual threat of flooding. This prompted the formation of levee districts and the building of higher levees.

As people started using cars and the population increased, businesses moved out to Plumas Street (up on the hill as it was referred to in those days) when the post office moved there. Clothing and furniture stores and all kinds of businesses sprang up. The ones of us who lived and worked downtown did not like this change as nothing could ever replace our nice compact shopping area. Then, too, with more homes being built, out of necessity more streets became paved.

The intersection of Fairman and Yolo Streets was a perfect playground for the young people. There were a lot of boys in this part of town and they would challenge their fathers at baseball with a diamond marked off in the street. It was hard to tell who were the biggest "kids". My recollection of those boys is that they were the very finest.

We even had access to fresh vegetables as there was a Chinese garden between Market Street and the river. The much appreciated iceman

delivered ice regularly. We all had ice boxes and in hot summer ice didn't last very long.

We lived in Heiken Court until 1926. Ralph was managing a 100-acre cherry orchard on Sanders Road for R.W. Skinner and Carl Schnabel. Mr. Skinner decided to make a subdivision out of a peach orchard adjoining his home cherry orchard on Live Oak Highway - to the south were peach orchards. This was called "King Tract" with one street "King Avenue" and lots on each side. He gave us a lot half way down the street with the provision that we build a home which would attract others, and this we did. It was built by John Chell who later built two homes for himself near ours - one next door and later another across the street. We disliked moving from downtown as we had enjoyed living there. I had to learn how to drive as I had been walking to work and I couldn't walk from King Avenue.

Mr. Skinner enjoyed experimenting with many things. One of them was making maraschino cherries. A Dr. Wiegand from Corvallis, Oregon, brought the formula and Ralph enjoyed working with him in this experimental work.

The cherry orchard company did not last too many years as trees began dying. Soil conditions did not seem to be conducive to growing cherries - besides, the crop ripened too late to compete with other areas. It was heartbreaking to see all of those beautiful trees pulled out.

Carl Schnabel built a dehydrator for drying prunes and Ralph worked for him.

Cherries and plums were packed right in the orchards - one packing shed was at the Dr. Barr Ranch. Many local girls and housewives worked at packing fruit.

In 1928, I went to work for County Assessor C.E. McQuaid where I wrote the first typewritten assessment roll for Sutter County on a newly invented Remington bookkeeping machine. The rolls had been hand written with pen and ink by Mr. McQuaid and Mr. Wilcoxon in beautiful penmanship, which took them months to accomplish. I continued working for Clive Kelly who became assessor in 1930. (Mr. McQuaid was elected to this office in 1902, the year in which I was born.)

We didn't have to leave the two towns to have all the fun we needed and there was always the togetherness of a small community. It was necessary to make our own entertainment, but we did have good theatres. The "Atkins Theatre" at First and "D" Streets in Marysville had silent pictures and vaudeville shows. It was quite a fancy theatre with a large balcony. In 1927, the "National Theatre" on "E" Street opened and we witnessed the grand opening and the premier of the mighty Wurlitzer organ with Alice Blue (Alice Johnson) at the console. There was a full orchestra in the pit for vaudeville shows. Alice Blue played piano and organ for silent pictures. You haven't lived if you have never seen silent pictures

and experienced the excitement of the action with music to fit every change of mood and scene. It took a very accomplished musician to do this.

We did more things out of doors - there was the Feather River Resort right on the river above the Fifth Street Bridge with an open air dance pavilion where we never missed a dance. There were also accommodations for swimmers. Later, we danced at an open air pavilion on "E" Street. We had the very best dance orchestras - our own "big band era", such as Mac's Band (Dick McCaffery), Madge Maynard's orchestra, and many others, in which my brother, Randolph, played drums. There were many fine local musicians.

Before going to the Saturday night dances, it seemed that all the "natives" converged on "D" Street in Marysville - sitting in our cars, visiting back and forth, and eating ice cream cones from Angilley's. There were no strangers - all were good friends. Most of the main businesses were on "D" Street between First and Fifth Streets, where we would drop in to visit but we also did a lot of our shopping on Saturday night.

Every summer, there would be a big 49-er celebration with everyone taking part. All of us in the courthouse and businesses dressed in old time costumes - even the men joined in the fun, and we went to work in our costumes. There was always a big parade in downtown Marysville, picnics and boat races on the Feather River, where we could always count on Buzz

Rose putting on his one-man show in his boat in various get-ups.

When we ran out of money for the theatre or dances, our favorite summer evening pastime was riding around in our Roadster with the top down to keep cool while waiting for the house to cool off. We bought our first new car in 1924 when we were married - it was a Dodge Roadster. We liked a car where the top could be put down, so next we bought a Nash Roadster, and then, a yellow Ford Cabriolet with a rumble seat.

We also had fun at work in the courthouse. We did our work well and took great pride in it, but we incorporated a lot of laughs as it seemed the fellows were always playing jokes on us unsuspecting young ladies and it was necessary for us to have a good sense of humor. Deputy Sheriff Shamberger was one who was very good at that! Like the time when I was working in the assessor's office and Mrs. Chester McPherrin delivered eggs to a lot of us - upon arriving home, I was all ready to use some nice fresh eggs and found he had taken them into the sheriff's office and boiled all of them!

In 1934, I was offered a higher paying position at the Sutter County Title Company for Hattie Ware. In that same year, Ralph went to work for DiGiorgio Corporation where he became manager of Dantoni and New England Orchards, a position which he held until 1954, when he went into his own business as fruit production consultant - chiefly pears.

Ralph's opportunities in the fruit business came about because of two fine gentlemen who recognized his potentiality. First, Mr. R.W. Skinner hired him as manager of a newly planted 100-acre cherry orchard immediately upon his graduation from Marysville High School. Then, when that orchard was removed, Mr. J.S. DiGiorgio, Sr., gave him a chance for advancement. This was an opportunity for Ralph to prove himself and he was soon given a lot of responsibility, which he took very seriously and he advanced quickly. He was sent on many trips for Mr. DiGiorgio - several times to New York to be there when the packed pears arrived in order to check on their condition after shipment. He made one trip to Orlando, Florida, where the company had holdings.

With Mr. DiGiorgio's encouragement, Ralph invented a very efficient "duster" which saved the company thousands of dollars on spray materials. It was build by Food Machinery Corporation.

Ralph was very much in demand for speeches in the 1940's and 1950's as an expert on "pear blight control" and "spray and dusting machines". He was invited to present papers and to participate in discussions at meetings of the Entomological Society and Horticultural Association in Seattle, Yakima, Wenatchee, Vancouver, B.C. and other places; and to appear on panels of growers in all three western states. He worked very closely with professors at University of Davis and U.C. Berkeley, as well as with men from the U.S. Department of Agriculture at Beltsville, Maryland. His presentations were always short and right to the point. Requests for

copies of his papers which he had presented at meetings came from as far away as Michigan and Ohio. He was greatly admired and highly respected by his associates.

We lived on King Avenue until 1941 when we pioneered another subdivision for Elizabeth Gray called "Allen E. Gray Tract" which was an open dry field with nothing but star thistle and Johnson grass, but it rewarded us with quail and pheasants coming right up to the house. In those days, wild game was plentiful everywhere on the floor of the valley close to town. Quail along the river, wild pheasants and doves in the fields and always good duck and goose hunting around the Buttes.

This tract was east of Barrett Road and south of Franklin Avenue - Barrett Road was just a one way muddy road. Before the subdivision was laid out, Ralph had picked out one acre on high ground which he wanted to buy but in order to obtain a loan to build it had to be a subdivision. Ralph helped Ed VonGeldern in forming it and the acre which he had picked out made four lots of one quarter acre each. I am so fortunate to still own it and every day I enjoy my private park all planted to walnuts and my comfortable home.

We started building our home in July 1941 - again with John Chell as contractor assisted by his brother, Gus. It was completed by October in spite of shortages of some materials because of the war, and we moved in.

In 1954, Ralph went into his own business and my mother came to live with us - she lived here five years. We gave her the small room which Ralph had used for his hobby room, so we decided to build a den and office addition for him and were fortunate to have Gus Chell as contractor. I quit working steady at the title company in 1945 but went in once a day to search the taxes for them so I had time to help Ralph in his business, taking care of all of the office work. His work involved a lot of time away from home and he traveled an average of 40,000 miles a year. I also kept on with assessment work for several reclamation and water districts - some I have done for over 25 years, and I still do some of this work.

We both enjoyed our work but there was always time for us to enjoy the great outdoors which we found right here in the valley, foothills and mountains. (This was long before we became entrapped in our homes by T.V. and air conditioning.)

We had so many diversified interests. The Feather River attracted many of us and there was always a lot of activity there - Von's "Argo" on which friends were entertained, Wallace and fields had barges, many outboards and fishing boats. Outboard boats became numerous and the best outboard racers in Northern California were right here in these two towns. We followed the boat races to many places - Lake Tahoe, Oroville, Stockton, Clear Lake, Sacramento and here on the Feather River.



We became very much interested in boating but I had a very rude introduction to outboard boats. One nice summer evening, a man was demonstrating a new outboard motor on the Feather River and there was quite a crowd there to see it. He took people for rides and asked Ralph and me, so we consented. He took a turn too sharply and the boat overturned throwing the two of them clear, but I went under the boat. My first thought was to get to the side so I could come up, which I did and I then clung to the overturned boat. By that time, several had come to our rescue; and here I was in a light summer dress treading water and trying to keep it down - it wasn't easy! Being able to swim kept me from being frightened about boats. As you will see, we kept right on graduating to bigger boats as time went on.

We decided to have a boat of our own so bought a small hydroplane in 1928 from Rockholt which we called the "T-4-2". We used it on the Feather River and at Clear Lake. We could carry it on a rack on top of our Ford Cabriolet.

In 1931, we bought a large runabout so as to take friends along with us. We called it the "Ducky-Wucky" and we towed it on a trailer over to Clear Lake, where we rented a houseboat in a small harbor at Lakeport.

This was the beginning of local friends becoming interested in boating and many weekends and holidays there would be several cars going over the Clear Lake together - some of us towing boats. A few of

them stayed on the houseboat and others in town. We really enjoyed those trips and I know everyone who went along had a lot of fun. Randy Schnabel is one who still remembers.

We even had a surf-board - it was just a flat board with a heavy rope to tie behind the runabout. We had a float out from shore from which riders would jump into the water and get ahold of the board. Ralph was always very particular that everyone wore a life jacket. The men did most of the riding as none of the women were brave enough to try it. Ralph had recently had the jackets cleaned and they were all ready to be used - so we thought! A friend, who was quite heavy, jumped into the water and before he could get ahold of the board, much to our surprise he sank. Luckily, the water wasn't very deep and he was pulled out. It seems the jackets had not been treated for buoyancy! We did a lot of swimming, picnicing and fishing, and to this day many friends talk about the good times we had over there.

In 1937, we graduated to a 25-foot twin-motored inboard cabin cruiser, "The Curlew", built by Harold Rockholt and Ralph in the packing house at Dantoni orchard. It was the largest boat ever to be launched in the Feather River. On February 17, 1937, on the east bank quite a crowd gathered to witness it and to see the looks of pride on the faces of Harold and Ralph. Luverne Rathbun christened it with a bottle of champagne. It had a complete galley with two bunks and everything necessary for long trips and was built for rough waters.

The "Curlew Logbook", which I had kept, has served to refresh my memory. If possible, I'd like to take you on some of those restful cruises but it's impossible to fully describe the tranquility of living on the water. It is something one needs to experience in person.

On March 14, 1937, we took the boat to Sacramento down the Feather where we arranged for dockage at McGill's boat landing on the Yolo side just above the tower bridge. We could sit and watch the Delta King and Delta Queen turn around to start back to the bay. Many weekends, we cruised close to Sacramento to get acquainted with operating the boat, or we stayed on board installing the necessary equipment which had not been done in Yuba City. We visited Von's "Kuuipo" 62-foot cruiser at Paulson's Boat Landing. We had a front row seat to watch the finish of the state fair cruiser race from the bay area.

From there, we took it down the Sacramento River on weekends and cruised the many navigable sloughs in the Delta, where it was necessary to use charts or it would be easy to get lost as it is a virtual maze of waterways. One can cruise in secluded waters or get on the main channels. In those days, there was no great boat traffic so we had the rivers to ourselves.

On October 3, 1937, our first cruising vacation to the bay was quite a thrill and a new experience. I served as navigator and took my turn at the wheel. A boating vacation begins the minute you step aboard.

We stayed in the Berkeley Yacht Harbor and took trips all around the bay and fished for bass in San Pablo Bay. After ten days, by easy stages, we arrived back at our berth in Sacramento; and we both agreed that it had been a most unusual way to spend a vacation in order to return rested and relaxed.

On December 19, 1937, we brought the "Curlew" to Yuba City as we liked to keep it here during the winter months where necessary work could be done.

On February 9, 1938 - "The day of the big wind" - an unusual big wind storm of hurricane force hit Northern California. Storm warnings were out all over - waves on the Feather River were eight feet high. Ralph and many helpers put lines over the levee to the "Curlew" which was tied up on the Yuba City side at the foot of "B" Street. All of the boats were tossed about but luckily the "Curlew" was not damaged. The wind lasted for three hours.

It was always necessary for us to get the boat to Sacramento in the spring before the water in the Feather River dropped. In 1938, we waited too long and didn't make it; the "Curlew" got stuck on a sandbar at the mouth of the Yuba River. The water level had dropped suddenly and sandbars appeared on the Sutter County side where the channel used to be. Wallace with his barge pulled it off and we were stuck here all summer, but we weren't disappointed as we could run between the mouth of the

Yuba and north to the railroad trestle. We took friends for rides and used it a lot for picnics on board. Friends in their outboard boats tied up to our boat to visit, and we visited Von's "Argo". Von always fascinated me with his sense of humor and his ability to draw during a conversation - he would in no time make a sketch of some current happening. In the "Log-book", I find one which he drew of the "Curlew" in a small puddle of water which he marked "Feather River".

In May 1939, we got it to Sacramento with no problems and kept it at McGill's Boat Landing. For a regular weekend, we would only go down river as far as Steamboat Slough, where we would tie up to a landing or just to an overhanging tree so we could be in the shade. We would always have plenty of supplies aboard and if we wanted fish for dinner we'd drop a line over and in a short time we'd catch some nice catfish. We found it to be most relaxing and we returned from a weekend rested and with a feeling of having been in an entirely different world.

We watched many outboard races at Sacramento and Stockton from our cruiser and had open house for the hometown racers.

We made another vacation trip to the bay on September 1, 1939 to attend the world's fair at Treasure Island. We spent the first night at Martinez Yacht Harbor, arriving at Treasure Island in the early afternoon. There we rented a berth in the "Port of Trade Winds" where we would be living for the next ten days. The VonGelderns were there, too, on their

cruiser, the "Kuuipo" and we visited with them. We went ashore whenever we wanted to, having a pass, and it was nice to have a nearby place to rest after a lot of walking. Sitting on our boat, we could watch the "China and California Clippers" land and take off. At night, the fireworks displays were spectacular - right overhead.

I composed this song about the fair - "On Treasure Island":

Verse: If you want to see a sight of beauty rare  
A man-made isle in modernistic style,  
Chart a course to California's world fair  
There's all you want in one square mile.

Chorus: On Treasure Island in San Francisco Bay  
A wondrous fair awaits you friends today.  
The Golden Gate swings wide to greet the tide  
And visitors from far away.  
The port of trade winds and bridges, too, are there  
To welcome you by land or sea or air.  
If you want pleasure, beyond all measure,  
Be sure to visit our great world's fair.

We visited my sister in Berkeley, leaving the island early one morning to go to Berkeley Yacht Harbor. The water was as smooth as glass but by late afternoon, returning to Treasure Island, it was the roughest water we had ever encountered but the boat handled beautifully. After ten fun filled days, we reluctantly started for home and made it in ten hours in spite of rough water around Rio Vista.

In October 1940, we made another vacation trip to the bay area staying at the San Francisco Marina Yacht Club. We made one salmon fishing trip outside the Golden Gate off Rocky Point. The "Curlew" looked pretty small out there and I was glad to get back inside - however, the

water was not rough. We also visited a lot of other yacht clubs at San Rafael and Sausalito. At many places, we would go ashore for special fish dinners.

In 1940, Eddie and Enoma Weser and we took the river trip to San Francisco on the Delta King and it was most interesting and very enjoyable.

In late 1940, we moved the boat to a covered berth at Stockton Yacht Club. From there, we cruised some of the inlets leading from the deep water cut on the San Joaquin River. Many large freighters and liners used this waterway between Stockton and the bay. My first experience with big ships came when Ralph asked me to take the wheel while he went below. He had spotted this big luckenbach liner over the top of the levee and wanted to see my reaction when meeting it. When it came around the bend, he heard my reaction - Loud and Clear! That ship looked mighty big to me but there was plenty of room to pass.

In this new area, we met so many wonderful boating people and we would visit back and forth on the different boats. The most interesting were there from Albany, two men and the wife of one, who had a beautiful big schooner "The Wanderer". Through them, we met an interesting old fellow named "Gus" - a retired seaman whose first love was the sailboat. He had practically taken over an island which had a small lake where ducks came in. He caught catfish and smoked them for us and we could pick blackberries to make pies and cobbles. The "Wanderer" people taught us

a lot about enjoying the rivers and living aboard our boats. Many times, we had trout for breakfast and doves or ducks for dinner. We met many friendly people and they always remembered us whenever we would meet. The name "Curlew-Yuba City" across the stern of our boat told everyone where we were from, and it surprised people that a boat of that size could come from that far inland. In many yacht harbors, we would be greeted with "ahoy there Curlew!" We always had a lot of music - I played guitar and we all sang. At one place, we all went ashore and helped pack fresh corn in a packing shed, and we were given a generous supply.

In late 1942, it was necessary for us to sell the "Curlew" due to gas rationing. We could get gas to run the boat but not to drive to Stockton. A young fellow from Berkeley bought it. It was hard to part with it but we did have six years of great pleasure for which we were grateful.

Having no boat, we started a new vacation pastime - steelhead fishing on the Klamath River, the first two weeks in October each year. McGain's Inn at Orleans was the place where we gathered from all parts of the state on October first to await the annual run of steelhead. We were always very welcome guests at the inn as we brought some of those good Sutter County Persian and Crenshaw melons. Many local fishermen also came while we were there and at times it seemed like old home week. There was a smokehouse where we could smoke our fish to take home - we had to do it ourselves.



We made a lot of friends during those vacations. Evenings in the lounge, where I played piano and all sang, there was much talk about the places we had fished during the day and all about the "big" ones which didn't get away. However, one did when Ralph and I were fishing by ourselves in a big pool where the hill in back of us was quite steep. Ralph had caught a nice big steelhead and put it in water in a hole on top of a big rock while we went back to fishing. When we returned, the fish was gone and up the hill went a black cub bear with the catch.

Ralph's main hobby was fly fishing and he was an expert fly-fisherman, using nothing but the best Powell rods and the flies which he made, always striving for perfection. When he first started fishing, he was fortunate in having many occasions to observe Mr. Powell on streams and learning the technique of fly casting from the master. One of his home hobbies was tying flies and he did a beautiful job - his flies looked very professional. He also had quite a collection of Powell rods which became collector's items. Each year, after our vacation, Ralph was busy in his darkroom enlarging pictures he had taken of the fishermen and their catches to send to each one for Christmas, and I'm sure they served as proof that their stories were true. Ralph never went anywhere without a camera.

Our interests changed with the seasons. During the winter months we headed for the mountains. In 1931, we were the first to have skis in the Yuba-Sutter area. We bought them from Wendell Robie at Auburn Lum-

ber Company and joined the Auburn Ski Club. Soon thereafter, many of our local friends joined us in our newest recreation and they found it very invigorating and enjoyable. Auburn Ski Club started down at Baxter's but moved up to Cisco where snow conditions were always better. This was as far as Highway 40 would be open. We also skied on Washington Ridge above Nevada City, and one time right in the town of Grass Valley. When the road would be open as far up as Rainbow Tavern, we spent many weekends there. There were no ski lifts, not even rope tows, so all skiing was cross country - we put our skis on right at the car. Many a Sunday or holiday, there would be only about 16 or 20 of us at Cisco, so we had the mountains all to ourselves and the only tracks ahead of us were those of animals. We have felt through the years that we were mighty lucky to have lived in those days and only wish things were the same now. I'm sure the animals would like those days again before snowmobiles and so many people everywhere. After the new highway was completed, our headquarters for skiing and good times became Nyack Lodge at Emigrant Gap - built and operated by a perfect host, Herstle Jones, who had owned Rainbow Tavern. However, we missed the much better cross country terrain Cisco and Soda Springs areas. We continued skiing until 1954.

We did stay home part of the time! We had plenty of time to enjoy our home where music played a most important part in our lives - my first love. I had always owned a piano but in 1949, upon Ralph's urging, I bought a church model Hammond organ which has given us much pleasure

over the years and I still play it and use it, together with my huge music library, to make cassette tapes for friends and relatives. The most enjoyment we both had was at Christmas time when Ralph felt my Christmas carols should be heard by the neighborhood, so he acquired two large speakers which were first put in the fireplace chimney of the house and later on the 40-foot television antenna tower, so it carried a long way. In those first years, friends would drive out here and sit in their cars to listen. Many young people who lived in the neighborhood still tell me how they all had to freeze because their mothers opened a window so they could hear my music. When it came to music, Ralph always was my "best booster and severest critic" and I appreciated his encouragement.

Through the years, I enjoyed encouraging others to "have fun with music", so I was instrumental in forming several string groups. Ralph's sister, Elinor, gave me her beautiful Martin guitar on which she had discontinued taking lessons. I had it changed to a hawaiian guitar by raising the strings and playing it with a steel. This brought out a mandolin from Marge Winship's closet which she hadn't played for years. Then, we were soon joined by Luverne Rathbun who played the spanish guitar. This was the beginning of several string groups in business and professional women's club. The longest lasting group was "The Neighborly Strings" - we started playing in 1938 and played for the next 25 years taking turns in each home once a week. We had mandolin, violin, banjoes, ukuleles, spanish guitar and hawaiian guitar, with everyone singing. The members

of this group were: Willard and Ivadel Will, Herb and Stell Crowhurst, Al and Nina Johnston, Winnie Greene, Luverne, Marge and me. We entertained for lodges and clubs, and whenever any of us were in Lassen Park we were the highlight at the campfire each evening. Everyone enjoyed our "sing-along" and the park rangers appreciated our help in entertaining. I kept up three typewritten books of words and chords and we accumulated 1000 songs.

Randolph eventually quit playing professionally so he and I teamed up as a sister and brother act, organ and drums, entertaining mostly at "Pedal 'N' Keys" organ club as it was the only place where an organ was available. Then, in 1963, the "Fearsome Foursome" came into being and we played here every Friday afternoon - Dick McCaffery on soprano sax and making special arrangements, Thelma Ashford on piano, Randolph on drums and me at the organ. Thelma and I also played piano and organ to entertain ten or twelve women here at intervals on Friday afternoon. I still live in music - every minute of the day - and I recommend it to everyone!

In order for us to be able to enjoy all of our outdoor activities, we were so fortunate in having my mother and step-father coming here to take care of the place and our precious dogs, which we never seemed to be able to live without. They traveled around the country in their trailer house and it was a vacation for them to stay in our home those two weeks when we

were on vacation. We couldn't have done it without them, as we always wanted to be sure our pets were well taken care of in order that we might be worthy of their loyal devotion.

In 1930, Ralph brought home the cutest german shepherd puppy - born at the cherry orchard - we named him Captain (Cappy for short). He went everywhere with us - boating, skiing and on all trips. He rode in the rumble seat of the Ford. He was gray and black and was particularly beautiful in the snow. On one skiing trip at Inskip, as we were coming out of the woods with Cappy running ahead, we spotted an old miner standing in the door of his cabin. As we approached, he had gone back inside to get a gun as he thought Cappy was a wolf. From that time on, we had made a new friend and always stopped in to see him.

In 1938, Ralph was given a toy black and white Cocker Spaniel about five years old - we named her "Bubbsy". She was really Ralph's dog as she loved hunting and could outhunt bigger and better trained dogs. Because of her small size, she could get into the tules and flush out pheasants. Along the river, she would climb on top of the vines to get the quail up. In the fall of 1946, when we no longer had Cappy, we bought a black and white male cocker - "Butchie" - feeling it a good idea to have an older dog help in the training. Bubbsy put up with him but wasn't too thrilled about his hunting ability, I'm sure! He, too, went on long trips with us as he loved to ride - I had started him at a young age

by taking him to town. When we lost Bubbsy, we decided to change breeds so got our first basset hound - "Socrates" (Soc for short) and he got his puppy training from Butchie for a year until we lost him in 1960. "Soc" became quite famous for his appearances on our Christmas cards from 1960 to 1969, being very good at posing for the pictures which Ralph took. We tried to use some current theme and always added a punch line. Many friends and Ralph's associates kept the cards for years. In 1969, we started looking for, not only another subject, but to fill the void. We found another basset "Kris Kringle", who was born on Christmas Eve 1969 just above Newcastle in an outside kennel in the snow. We brought him home at six weeks. He was always good for a lot of laughs. We used him for Christmas cards for a few years but he was too active for taking pictures. Then, in 1977, it was time once again to find another companion for me. I now have the best guardian anyone could have - a beautifully marked australian shepherd. As a puppy about four months old, he was found near Nicolaus - apparently lost after a sheepdog trial. It must be his appreciation of finding a good home which accounts for his loyalty and being by my side all the time as if on an invisible leash. I named him "Lucky".

Now, with such wonderful memories of all of these years which have been very good to me, I am living each day to its fullest, with many wonderful friends. I am enjoying my little bit of "Heaven on Earth" and proud to be an owner of a small piece of Sutter County soil. I still feel

the same as I did that first day I arrived here, and I am now sure there is no "better place"! However, if I could be granted but one wish, it would be to bring back all of those beautiful orchards just as they were back then.

WRITTEN OCTOBER 1982

FIDELIA CHAPTER #56  
STATE OF CALIFORNIA  
YUBA CITY  
1881-1982

OVER ONE HUNDRED YEARS!

Fidelia Chapter celebrated its centennial last year.

May we pause and think of the pioneers that founded our beautiful order. Dr. Robert Morris, a lawyer, educator and instructor in Masonry wrote the basis of this Order, using beautiful and inspiring Biblical examples of heroic conduct and moral values to portray the noble principles which adorn the lives of Eastern Star members. The Order of Eastern Star is dedicated to Charity, Truth and Loving Kindness.

The twenty persons that signed the Charter were:

Abraham Brewer Van Arsdale  
Martha Ellen Van Arsdale  
Moody Curtis Clark  
Elizabeth Jane Clark  
George Wethernolt Alberti  
Susan Ann Alberti  
George Washington Carpenter  
Catherine Carpenter  
Philip Walter Keyser  
Norman Scott Hamlin  
Inez Kimball Hamlin  
Claude Elender Harkey  
Ida Virginia Pierson  
William Francis Peck  
Sadie Jane Peck  
Clarinda Bliss Carpenter  
Rosalie Marcuse  
Charles Weeman  
Lydia Perkins Weeman  
Charles B. Fields



Those eligible for membership are Master Masons in good standing, wives, daughters, legally adopted daughters, mothers, widows, sisters, half-sisters, granddaughters, step-mothers, step-granddaughters and step-sisters of affiliated Master Masons or Master Masons in good standing at the time of death.

The Order has a deep fraternal bond that exists between its members to work together and establish trust and a wholesome relationship to brotherly and sisterly love by high principles exemplified in our daily lives. It is a social order of members with sincere and wholesome objectives.

The members have always been most helpful and patriotic during both World Wars. Many volunteered in different branches of the Service, many worked with the Red Cross, and today they work at the Cancer Dressing Station. The dressings are then dispensed by the American Cancer Society to patients upon request. Other projects are the Heart Fund, Shriner's Hospital for Crippled Children, the Eastern Home and Eastern Star Training Awards for Religious Leadership.

It is also a joy to assist the young girls who desire to be members of Rainbow for Girls and Job's Daughters. The Masons are highly commended by Eastern Star for their interest in sponsoring the DeMolay for Boys.

Besides the main projects, our members are always helpful in times of distress and tragedy. Our last major disaster was the flood of 1955. Dues were remitted and material aid and assistance were expressed with Fraternal Love.

With this foundation many Fidelia Chapter members have been appointed to offices on the State level or Grand Chapter of California. All reports are that the officers served the offices to which they were appointed or elected with dignity, efficiency and honor.

Year after year, officers are elected and appointed to serve Fidelia Chapter #56 to perpetuate the lessons that have been taught through the ritual written by Dr. Robert Morris.

During these many years, there are members who have not held an office, preferring to show their steadfastness by attending and working on committees. It is these faithful members that set on the sidelines and give of their loyalty and support the officers to perform the business and principles of the Order, that has continued for more than one hundred years.

Former years, dinners were prepared sometimes for fellowship and sometimes to raise money for a given project. Also, members planned their own programs and entertainment. It was fun and good fellowship. We find special talent among these members.

LIVING 50 YEAR MEMBERS

<u>Initiated</u>	<u>Name</u>
1910	Lenora Hess
1913	Hazel Koller
1914	Ola Gray
1914	Verna Sexton
1919	Vera Bryan Fairlee
1919	Violet Shintaffer
1919	Eunice Ashley
1920	Frank Butler
1920	Una Proper Hall
1921	Irene Pieratt
1922	Bertha Lantz
1922	Hope Graves Lamme
1922	Aileen DeWitt
1922	Martha Reynolds
1922	Annabelle Martin
1922	Velma Littlejohn
1924	Jennie Stoker
1924	Veronic Peck
1924	Alice Bryan
1925	Emma McDaniel
1925	Helen Seagren
1926	Lola Ullrey Case
1926	J. Ralph Robinson
1927	Alvera McPherrin Parker
1928	Vesta Wallace Counter
1928	Grace Eckert
1928	Jessamine Graves Powell
1928	Gladys Frye Estep
1928	Beatrice Sheldon Johnson
1929	Ethel McPherrin
1929	Agnes Powell Willard
1931	Ila McLean Brown
1931	Myrtle Newcomb
1931	Marjorie Winship
1932	Minnie McArthur Raub
1932	Norma Woodard Justeson

May honor to paid to these twenty men and ladies that became charter members of FIDELIA CHAPTER #56 on June 28, 1891. They formed the perfect foundation upon which the teaching has been taught over one hundred years.

"A winding highway lies before us. It is broad and well made. It is the Eastern Star Highway. Upon it for over one hundred years the members of Fidelity Chapter #56 have travelled onward and upward. They have learned their lessons well. Along this highway may be found our beautiful temple in which worshippers find rest, learning and instruction."

Lola Case, Past Matron

SUTTER COUNTY FARMER  
YUBA CITY, FRIDAY, JULY 5, 1889

LOCAL INTELLIGENCE

THE BEST ENGINE - AN IMPENDING REVOLUTION

Early Tuesday morning we drove to the residence of Henry Best, about eight miles southwest of Yuba City, to see his traction engine at work in the harvest field. It was drawing an eighteen-foot-cut Best & Driver combined harvester and managed it with the greatest of ease. The engine displaced at least thirty horses and the wear and tear can scarcely equal that of the horses or mules, harness and tools, and the feed, etc. The boiler is an upright, and the two great wheels between which it rides are eight feet in diameter, the other wheel is forward, about five feet in diameter, about fifteen inches wide with a rim around the middle about two inches high which holds the wheel steady in line. The large wheels are about twenty-four inches wide, heavily ribbed on their outer face to prevent slipping as on them depends all the work to be performed by the entire outfit. The floor of the pilot house is about seven feet from the ground, the eye of the pilot or engineer from 12 to 13 feet high, giving him the most complete view of the surroundings.



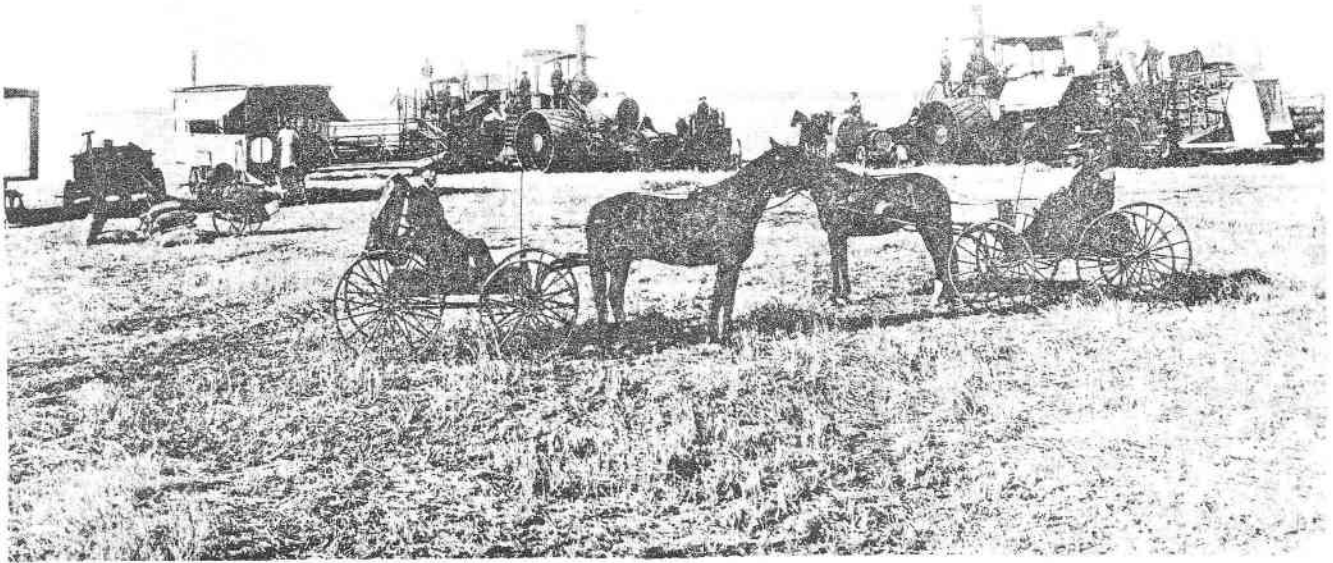
On Wednesday morning on the farm of Samuel Best, after firing up the engine for an early start, the Best Boys went to breakfast. While thus engaged, by some unaccountable means the steam was turned on and the whole outfit started on a run for the wheat field. The noise gave the alarm and the boys took to their heels and caught the runaway after it had gone about fifty yards. Mr. Littlejohn, our informant, suggests that the Bests bell their engine. No harm was done and judging from the docile manner it traversed the field the day before when we saw it, it will yet be turned loose to "go it alone".



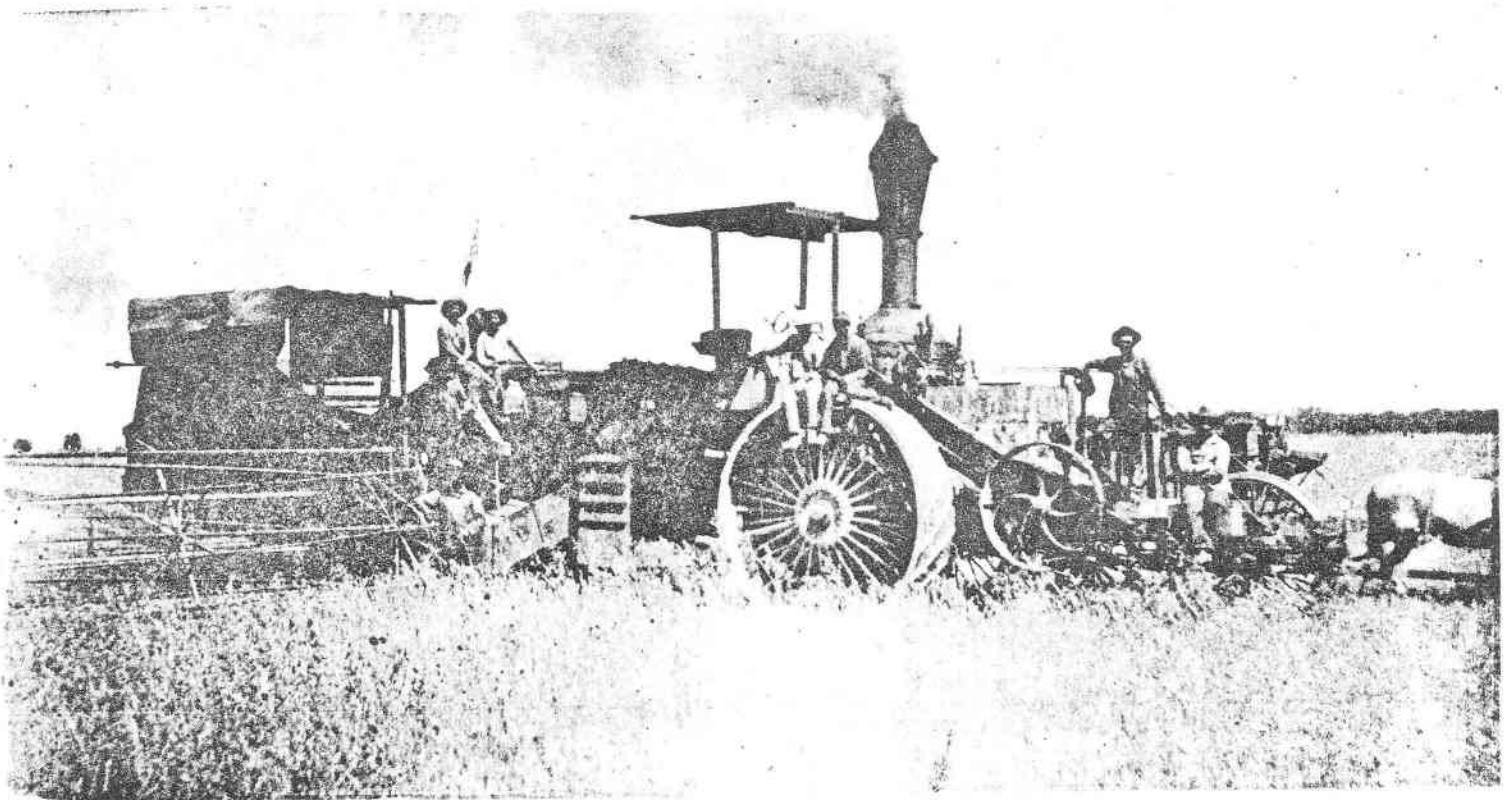
**Daniel Best, farm machine manufacturer.**



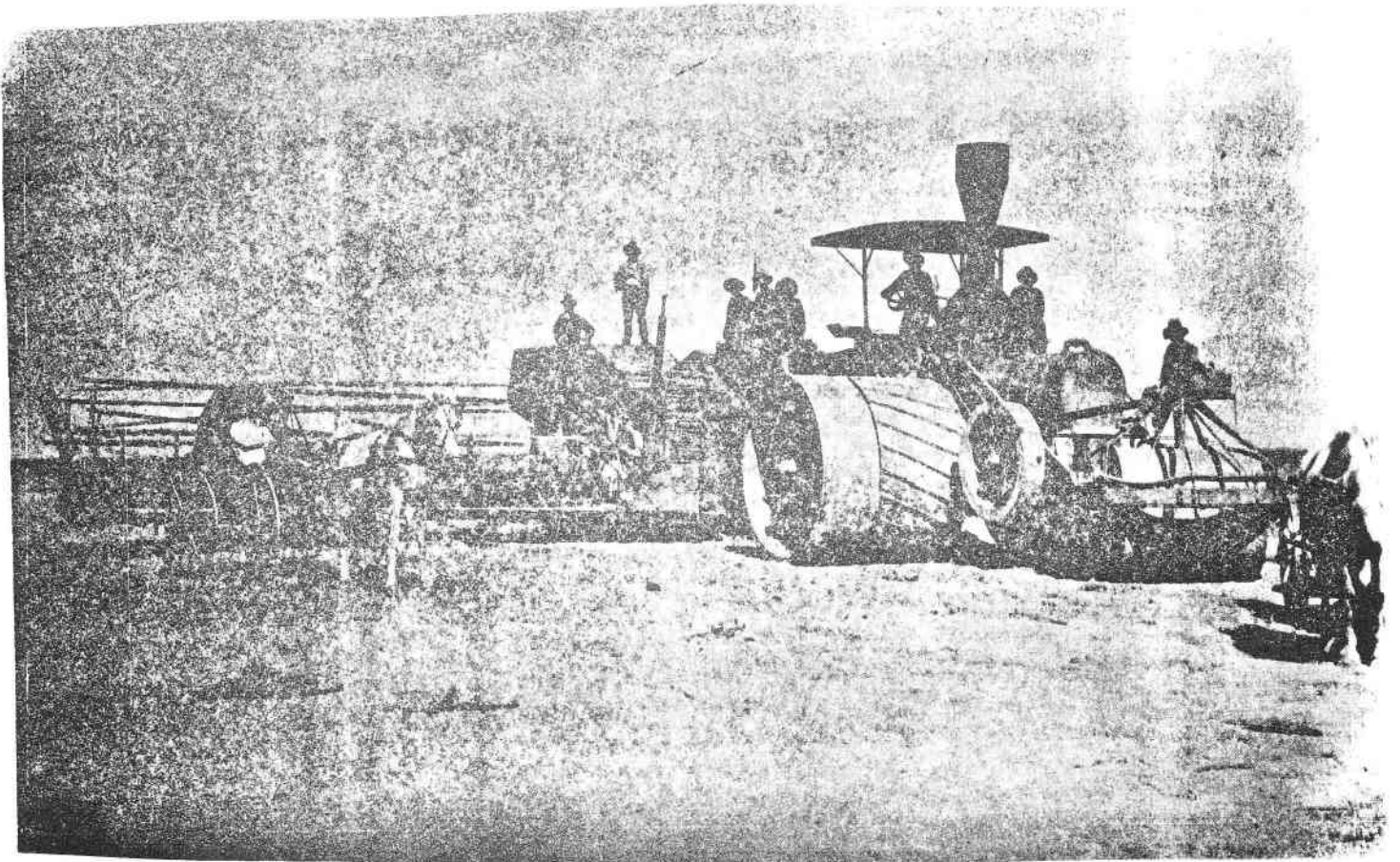
**BEST BROTHERS**  
Standing: Richard and Darb. Seated: Daniel, Henry and Samuel.



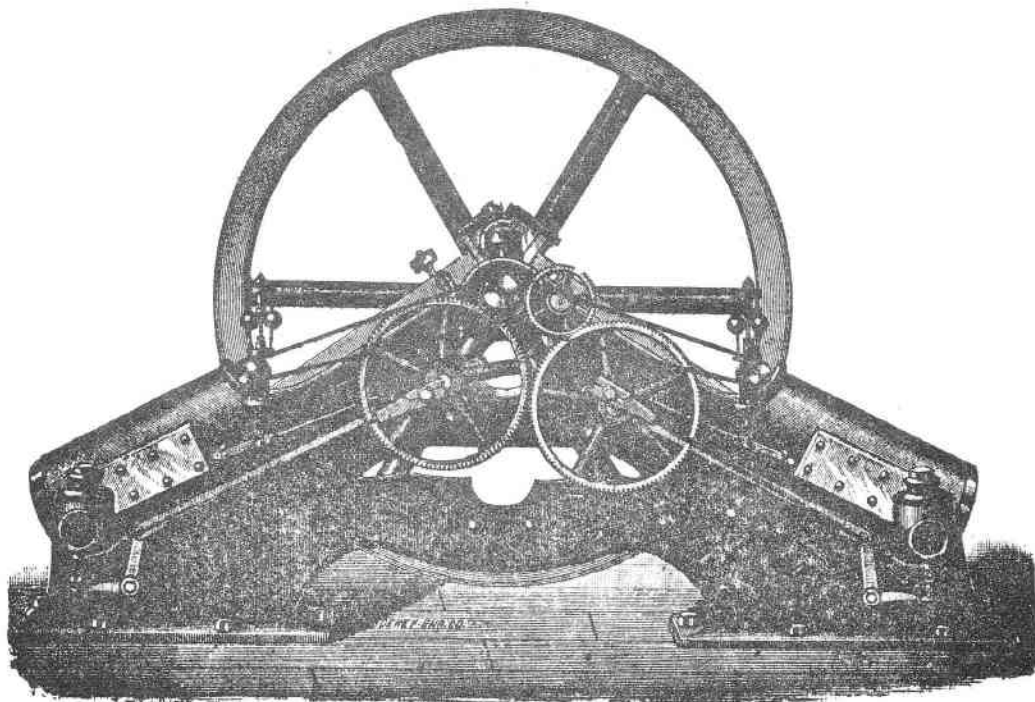
Steam driven combined harvesters in Sacramento Valley, circa 1900. Foremen usually rode in buggies; perhaps these gentlemen were overseers. It seems, however, that these two gentlemen came to work in their "Sunday suits."



Harlod Baldson's Best steam harvester. On wheel, Clarence Arvedson, fireman. He was 16 years old. A Best steam powered combine, circa 1890. The horse seems to be helping the steam engine pull the outfit. However, he is merely pulling the water and wood wagon.



Best's steam tractor which was developed with broad wheels for use in peat soils around Rio Vista.



DANIEL BEST'S STREET CAR MOTOR, 16 HORSE POWER.

Proto type of an engine that propelled the street cars between Yuba City and Marysville.