

SUTTER COUNTY HISTORICAL SOCIETY

NEWS BULLETIN

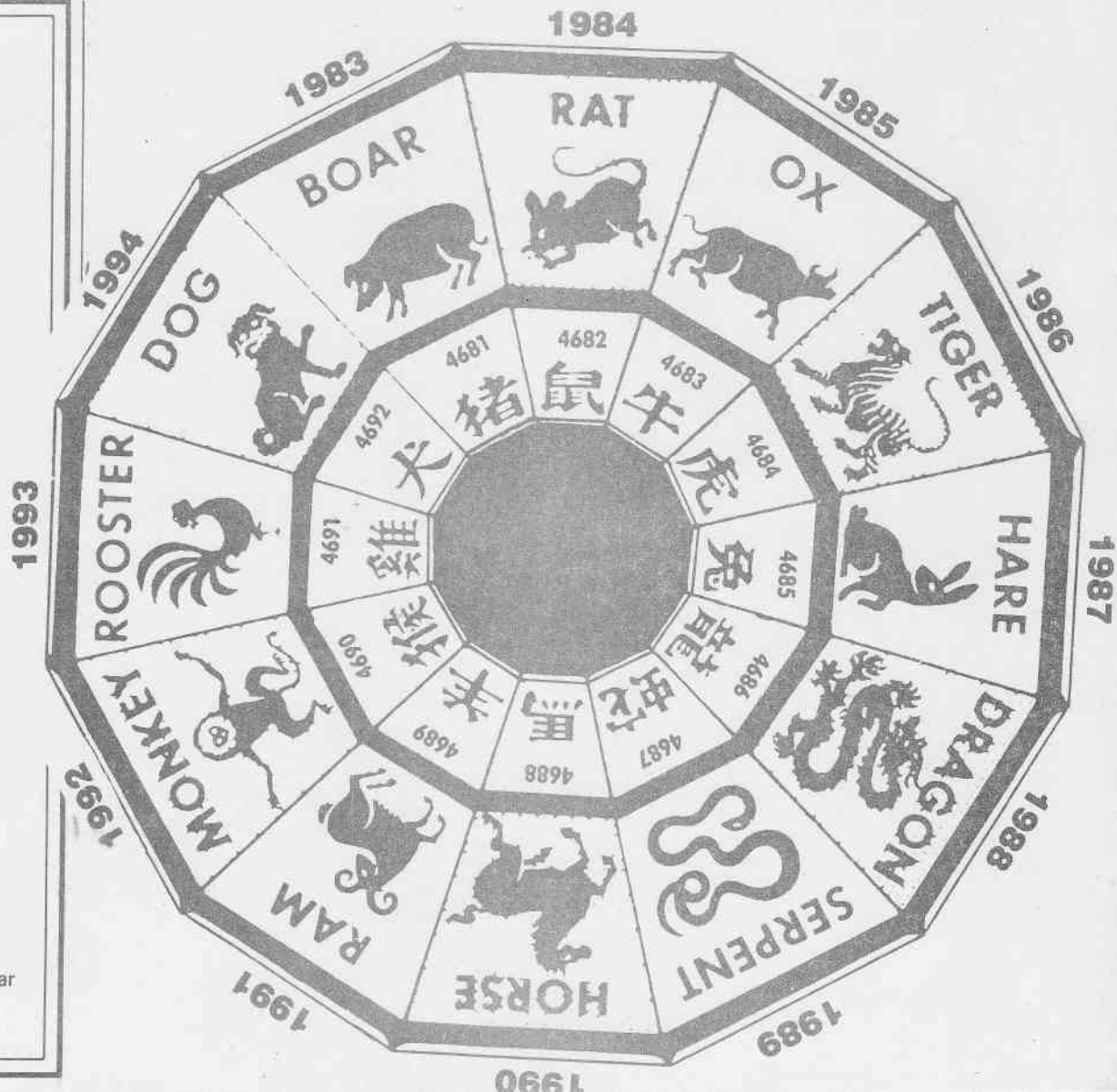
VOL. XXIII, NO. 1

YUBA CITY, CALIFORNIA 95992

JANUARY 1984

新年快樂

This spells Happy New Year
in Chinese.



SUTTER COUNTY HISTORICAL SOCIETY

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Vol. XXIII, No. 1

January 1984

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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. Extra copies of the Bulletin may be purchased at the museum for \$2.00 per copy.

SUTTER COUNTY HISTORICAL SOCIETY

P.O. Box 1004, Yuba City, CA. 95992

PRESIDENT'S MESSAGE

BOBELAINE SANCTUARY was the focus of attention at our October meeting. BRUCE DEUEL, biologist for the California Department of Fish and Game, told us something of its history and its current status as one of only two sanctuaries under the jurisdiction of the Audubon Society. Mr. Deuel is an active member and a moving force behind the newly organized Sutter Buttes Chapter of that Society, and invited inquiries and memberships to that group. For those of us who are still entirely unfamiliar with this tract, Bobelaine is a stretch of riparian land on the west bank of the Feather River, directly across from where the Bear River flows into it, being preserved in its natural state as sanctuary for south Sutter County birds and animals. Bill Greene recalled roving that section of river bank in his youth, and that hunting and fishing used to be pretty good then.

DOROTHY HUGGINS, our faithful Secretary, reported on her attendance of the Northern Symposium of the Conference of California Historical Societies, which this year featured fabulous tours of famous locations in Vallejo and Benicia. As always, the local Societies were gracious hosts, and arranged for access to interesting sites not usually available to tourists -- like the old arsenal, normally closed to all, but opened and especially lighted by portable power plant just for this gathering. Our members should consider attendance at these symposiums as delightful excursions into California History -- featuring the local historical curiosities, presented in the most favorable light which can be shed by the hard work and provincial pride of the hosting societies.

1984 is an even-numbered year, so most of its fairy tales will begin with "If I am elected ...". But there are less selfish dreamers among us who strive earnestly towards some particular fairy-tale ending. Such a man is Warner Harrison, local steam navigation buff, crop duster, and railroader. At our January meeting, he has promised to elaborate on the steamboats that plied the Feather River, and tell us about the C. M. Small, which lies under seven feet of sand and gravel at the bottom of the Feather River. Mark your own calendar for that first meeting of 1984:

JANUARY 17, -- 7:30 P.M., -- Memorial Museum

A short Directors' Meeting will follow the regular meeting.


Dewey Gruening

COMMUNITY MEMORIAL MUSEUM NOTES

Mary Allman, Director/Curator

As we approach the end of the year 1983, we can look back on a very exciting and productive time in the history of the Community Memorial Museum. October was an especially exciting time for us at the Museum. October 3rd marked our annual Auxiliary Coffee, during which we honor all who have given so freely of their time and talents to the Museum as a member of the Community Memorial Museum Auxiliary. Nearly 4000 hours of volunteer service were logged by the Museum Auxiliary between October 1982 and September 1983. Eight ladies received awards for serving the Museum with 100 hours or more. They are Eleanor Boyd, Bee Brandt, Connie Cary, Esther Colcher, Madge Johnson, Ruth O'Sullivan, Wanda Rankin, and Caroline Ringler. Our deepest heartfelt thanks go to all who have served the Museum so generously with their volunteer hours.

Over 130 people shared in the Dedication and Open House on October 19th, celebrating the opening of the Museum's new wing. The new addition added over 1200 square feet to the Museum, to be used as storage, library, office and work space. The official ribbon cutting, performed by Sutter County Supervisors Roger Chandler and Tom Pfeffer, was preceded by remarks by Randy Schnabel, past president of the Community Memorial Museum Commission, Jean Gustin, former Museum Director/Curator, and myself. Remarks made by Loadel Piner brought tears to many eyes in the audience, after which she presented the Community Memorial Museum Trust Fund with a check from her mother's estate. The first official visitors to the new addition were four generations of one family. Mary Jane Kalayta, Museum Commissioner, brought her grandmother, her mother and her young children through the doors to the new wing, representing a continuation of past, present and future generations of Sutter County.

There will be much more to look forward to in the coming months at the Community Memorial Museum. The Mini-Arts Series, produced through the efforts of the Sutter County Arts Council, will continue through 1984. Music and history honoring the birthday of Martin Luther King, Jr. will be the program on Sunday, January 15th, followed by a performance by Diane Kettel, a professional mime artist, on Sunday, January 29th. The Museum will be featuring special exhibits throughout 1984, including traveling exhibits from the California State Archives, as well as art exhibitions featuring local and regional artists.

LIST OF DONORS TO THE COMMUNITY MEMORIAL MUSEUM
TRUST FUND AND BUILDING FUND

September 1 through October 31, 1983

Ronald and Dorothy Ross	in memory of George Marden
Betty and Bill Arnett	in memory of Francis Koch
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Claudine B. Rolufs	in memory of Bessie Van Dyke
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Bogue Country Club	in memory of Wallace Perry
Ed and Jean Gustin	in memory of Howard and Norma Harter, on the eighth anniversary of the Community Memorial Museum
Jeannette J. Reische and family	in memory of Henry T. Navarrot
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Caroline Ringler	in memory of Arnold Dean
Bernice Ware	in memory of Leroy Frederick Trimble
Lucy Beatie	outright gift
Mr. and Mrs. K. D. Beatie	outright gift
Thomas H. May	in memory of Alberto Peri

We would like to thank Marlene McCormack, Bob Curry and Dave Parker for their help in making this article possible. The pictures, article and zodiac were prepared by them for a special Bok-Kai article published in the Appeal-Democrat, March 19, 1983.



Temple caretaker Joe Kim welcomes guests.

Bok Kai Temple

103-Year-Old Structure Is God's Home

By MARLENE
McCORMACK
A-D Staff Writer

Marysville's Bok Kai Temple is the only one in the western hemisphere that not only honors Bok Eye but actually is used for worship.

Thousands of visitors come here annually to see the temple built in 1880 to honor Bok Eye, god of all waters and protector of the city against floods.

But who is Bok Eye?

He was once human, as many Chinese gods were, and was "promoted" to heaven because of his good deeds. He has had many names, from Bok I (Cantonese) to Pei Ti (Mandarin) to the commonly-used Bok Eye (Roman).

The god of waters has many legends surrounding his existence. One account says he appeared more than 4,000 years ago during the Hsia dynasty in China where he helped control the waters and introduced flood control. This earned him the title, "Spirit of the North."

He was a great warrior and, during the fall

of the Shang Dynasty, his most dramatic deeds were recorded.

A demon king, Wo Wang, came to earth to destroy mankind and Bok Eye came to man's aid as a commander of a dozen heavenly armies. Wo Wang sent a great gray tortoise and a gigantic serpent to destroy him but were subdued instead. Many statues depict Bok Eye as barefoot and standing on the conquered snake and tortoise.

The temple at the foot of the levee on First street is 103 years old. The first temple, near the present-day levee commission building at First and B streets, was destroyed in the late 1800s by fire or flood, depending on which version is followed.

The present temple was built especially for him although he willingly shares it with seven other gods and goddesses. Legend has it that tablets from the original temple were found at the site before it became the second temple.

The site originally was a bathhouse and,

according to an article in the Marysville Daily Appeal in 1869, "was purchased by our Chinese inhabitants...engaged in reconstructing the same into a Heathen Temple."

The temple contains three rooms — the main altar area, a community meeting room and a storage room.

The fragrance of exotic incenses permeates the altar room where Joe Kim, 82, the temple caretaker makes his daily prayers to the benevolent god.

Part of the prayer ceremony is the oracle-reading where numbered sticks are cast and then interpreted.

Kim makes daily prayers at the temple for himself and those who worship. In addition, he also says a prayer each time a president is inaugurated and during times of extreme emergency.

One of those times was just before the December 1955 flood that inundated Yuba City. Kim prayed at the temple and reverently asked the god

of the north what would happen.

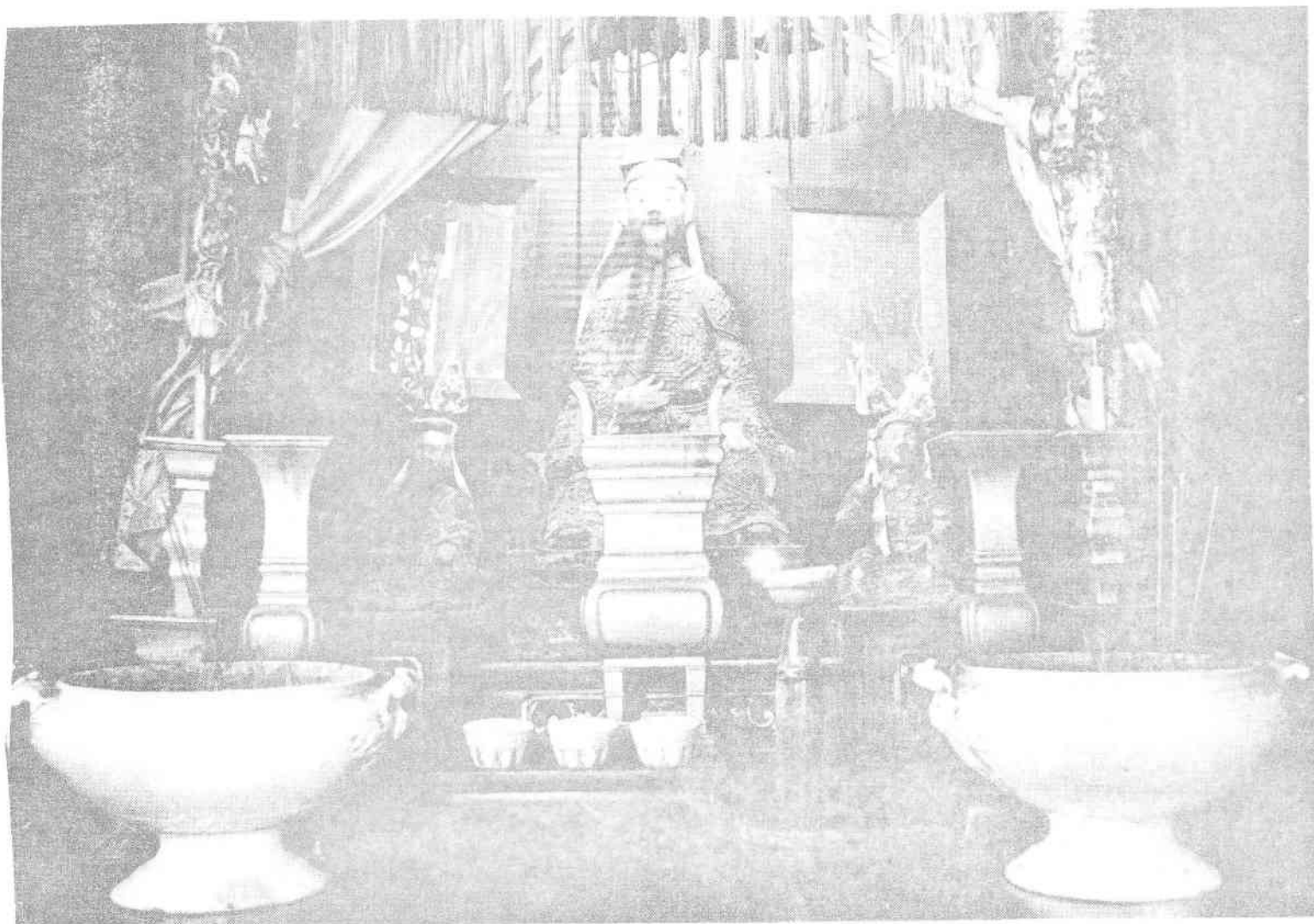
The answer came from stick number two: a fable told how a tiger would stalk a village and worried its inhabitants. Kim likened that to the worry of Marysville residents as to whether a flood would occur.

But the villagers captured the tiger and Marysville's levees held back the water. Yuba City was not as fortunate, its levee broke and 37 lives were lost — but none in Marysville.

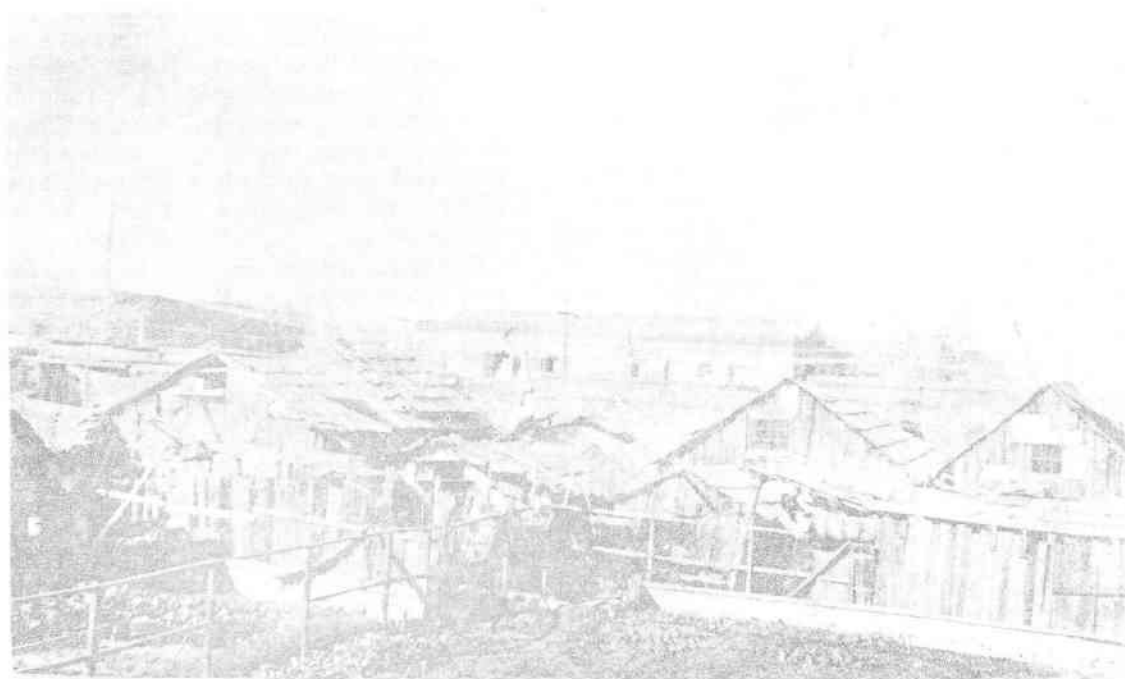
Kim consulted the oracles to ask if there would be rain here today. Legend has it that it has never rained on the Bok Kai parade and the oracles said the very same thing.

However, that only holds true for the parade. Kim said there is another Chinese saying that goes, "the wind follows the tiger and the rain follows the dragon."

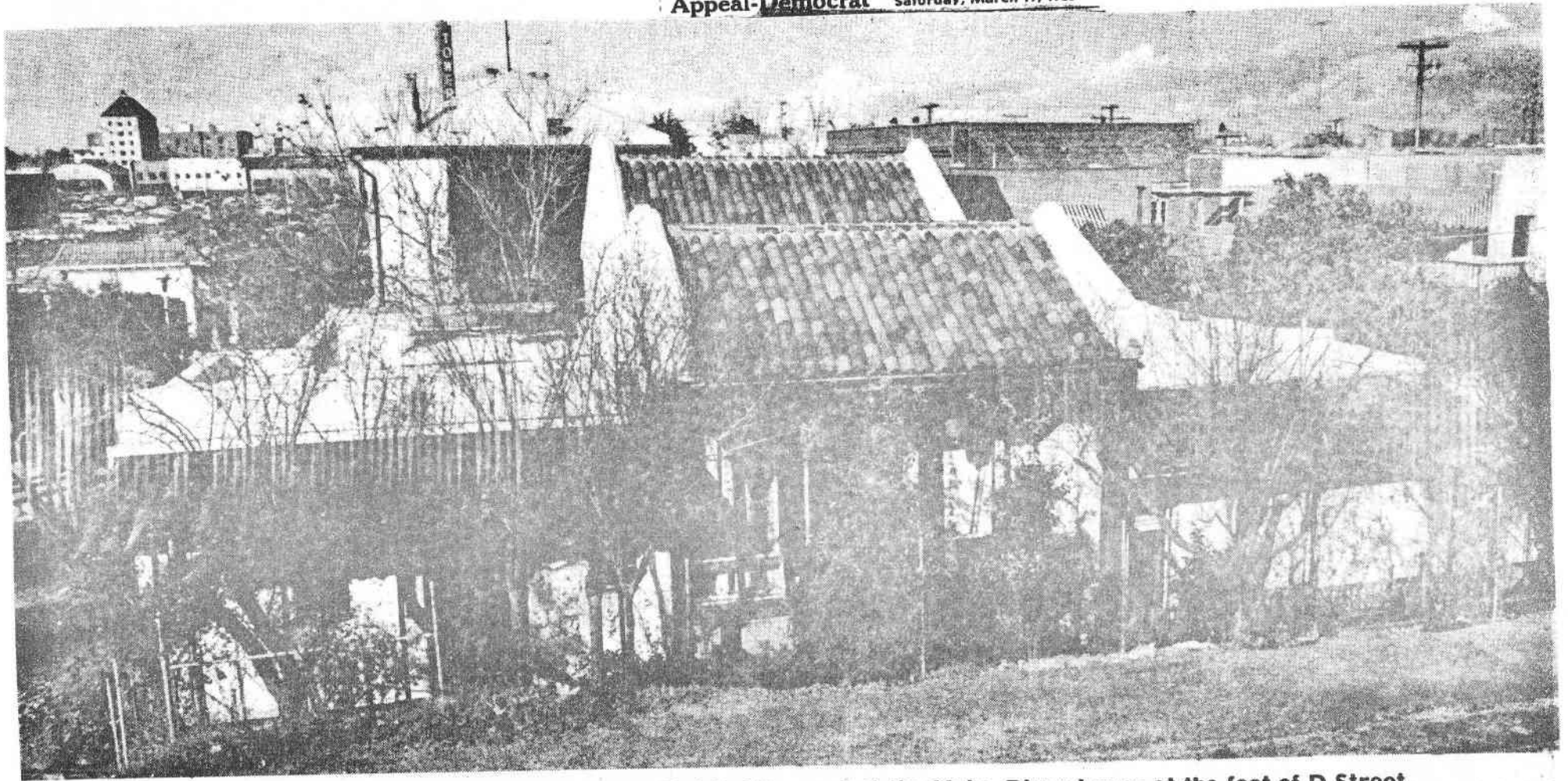
So beware of what the skies may bring after newly renovated Kim Lung travels through the streets of Marysville today!



The front altar of the temple features Bok Eye and two other gods.



OLD CHINESE SETTLEMENT IN MARYSVILLE, CA.



The Bok Kai Temple is nestled tightly against the Yuba River Levee at the foot of D Street.



Chinese Zodiac

Marysville's annual Bok Kai Festival always conjures up visions of fire breathing dragons, slithering snakes, and the various other animals whose names make up the Chinese Zodiac.

According to ancient mythology, the animals earned their place in the Zodiac by means of a Heavenly foot-race.

Conducted by the Great Jade Emperor, the race was held in an attempt to stop the bickering among the animals and determine the Grand Order of the Animals.

The rules of the race were simple — the first 12 animals to cross the finish line would each be awarded a year in its honor, all the others would have to take a back seat to the lucky winners.

This year, which began Feb. 13 and is 4681 on the lunar calendar, the Boar has his year.

Individual signs under the Chinese Zodiac can be determined from the following calendars extracted from a souvenir magazine published in 1978 by the Los Angeles Chinese Chamber of Commerce.

Year of the Rat

Persons born between:
January 31, 1900 — February 18, 1901
February 18, 1912 — February 5, 1913
February 5, 1924 — January 23, 1925
January 24, 1936 — February 10, 1937
February 10, 1948 — January 18, 1949
January 28, 1960 — February 14, 1961
February 15, 1972 — February 2, 1973



People born of the Rat are charming, thrifty and generous to those they love. They are honest and ambitious but beware — they love to gossip.

Court the Dragon, Monkey or the Ox. Marriage to a partner with one of these signs will bring wealth, honor and fortune.

Beware of the Horse or the Hare for a partnership with one of these signs is bound to be a losing team. Such a marriage is "ill-omened" and bitter quarrels will plague the couple.

Year of the Ox

Persons born between:

February 19, 1901 — February 7, 1902
February 6, 1913 — January 25, 1914
January 24, 1925 — February 12, 1926
February 11, 1937 — January 30, 1938
January 29, 1949 — February 16, 1950
February 15, 1961 — February 4, 1962
February 3, 1973 — January 22, 1974



People born of the Ox are very patient and are good listeners. They inspire others to great success but they have a bad temper and fly off the handle easily.

The best mate is the Rat, Serpent or the Rooster. Such a marriage will produce honor, wealth and power.

The Goat and Dog are animals to be avoided. Marrying either of these will make the Ox lazy and cause a lessening of potential. This lackadaisical spirit and general rundown feeling will last throughout life.

Year of the Hare

Persons born between:

January 29, 1903 — February 15, 1904
February 14, 1915 — February 2, 1916
February 2, 1927 — January 22, 1928
February 19, 1939 — February 7, 1940
February 6, 1951 — January 26, 1952
January 25, 1963 — February 12, 1964
February 11, 1975 — January 30, 1976



Those born to the Hare are blessed. They are smooth talkers, talented, ambitious and financially fortunate. Hare people are temperamentally melancholic and are broken up by the slightest provocation.

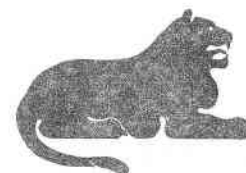
Choose a spouse born in the year of the Ram, Dog or Boar and live like two lovebirds — cooperating fully.

The Rooster and Rat bring trouble to the Hare. Calamity will strike the household of such a match and constant bickering will end in general lethargy.

Year of the Tiger

Persons born between:

February 8, 1902 — January 28, 1903
January 26, 1914 — February 13, 1915
February 13, 1926 — February 1, 1927
January 31, 1938 — February 18, 1939
February 17, 1950 — February 5, 1951
February 5, 1962 — January 24, 1963
January 23, 1974 — February 10, 1975



People born of the Tiger are sensitive, sympathetic and great thinkers. Cross a Tiger, though, and he or she becomes a powerful enemy. Tigers can be selfish and mean.

The Horse, Dog or Boar will make ideal marriage partners, all others will be second choice. These combinations will bring wealth, honor and longevity.

The forbidden signs are the Monkey and Serpent. If such a marriage should occur, the wife and husband will destroy each other.

Year of the Dragon

Persons born between

February 16, 1904 — February 3, 1905
February 3, 1916 — January 22, 1917
January 23, 1928 — February 9, 1929
February 8, 1940 — January 26, 1941
January 27, 1952 — February 12, 1953
February 13, 1964 — February 1, 1965
January 31, 1976 — February 17, 1977



Dragon people are honest, sensitive and brave. They don't like to beat around the bush. Dragon-borns are excitable, short-tempered and stubborn to the end.

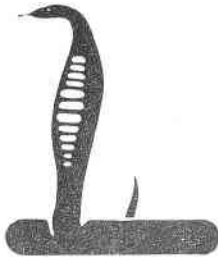
Ideal match will be with the Rodent, Monkey or the Rooster. Such a union will boast both wealth and honor and old age will be even better than youth.

Marriage with the Dog or another Dragon will release a stream of misfortunes. As a couple will not be able to get along and separation is highly probable.

Year of the Serpent

Persons born between:

February 4, 1905 — January 24, 1906
January 23, 1917 — February 10, 1918
February 10, 1929 — January 29, 1930
January 27, 1941 — February 14, 1942
February 14, 1953 — February 2, 1954
February 2, 1965 — January 20, 1966
February 18, 1977 — February 7, 1978



Serpent people are wise, passionate and fortunate in financial matters but they tend to be stingy, selfish and vain.

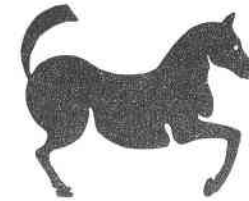
The Ox and the Rooster are the signs to seek. With feet planted squarely on the ground, this couple will realize notable achievements.

Be careful of the Boar and Tiger. Such a union will produce selfishness, deceitfulness and an unhappiness in old age.

Year of the Horse

Persons born between:

January 25, 1906 — February 12, 1907
February 11, 1918 — January 31, 1919
January 30, 1930 — February 16, 1931
February 15, 1942 — February 4, 1943
February 3, 1954 — January 23, 1955
January 21, 1966 — February 8, 1967
February 7, 1978 — January 26, 1979



Horses are flatters and popular but tend to talk too much. They are wise and talented but beware of their impatience and hot-blooded nature.

Try to find a Tiger, Ram or Dog to be a lifetime companion. If such a match is made, man and wife will always see eye to eye. They will live peacefully and enjoy wealth and honor.

Escape quickly if a Rat or Horse are possible marital partners for persons of these signs can be of no connubial bliss. Unpleasant relations between man and wife cause both to become physically and spiritually degenerate.

Year of the Ram

Persons born between:

February 13, 1907 — February 1, 1908
February 1, 1919 — February 19, 1920
February 17, 1931 — February 5, 1932
February 5, 1943 — January 24, 1944
January 24, 1955 — February 11, 1956
February 9, 1967 — January 28, 1968
January 27, 1979 — February 15, 1980



Rams are shy, pessimistic and timid. Because of this, they are very sensitive but indecisive. Rams are very wise and gentle.

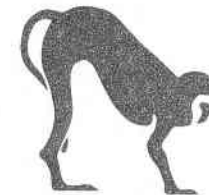
The Horse, Hare and Boar are ideal mates. Working together will produce great achievements and family health.

Beware of the Ox or the Dog for a couple of this combination will suffer hardships and be deprived of food and clothing. Dissension will divide the couple and misfortune will follow.

Year of the Monkey

Persons born between:

February 2, 1908 — February 21, 1909
February 20, 1920 — February 7, 1921
February 6, 1932 — January 25, 1933
January 25, 1944 — February 12, 1945
February 12, 1956 — January 30, 1957
January 29, 1968 — February 15, 1969
February 16, 1980 — February 4, 1981



Monkey people are clever, inventive and creative as well as passionate and strong-natured, but they tend to cool off quickly and lose interest even quicker.

The Rat and the Dragon are the signs to choose. These matches will bring longevity, good fortune, wealth and success.

Don't hang around the Tiger or the Boar because pairing with one of these will lead in a straight line to a prisoner's cage.

Year of the Rooster

Persons born between:

January 22, 1909 — February 9, 1910
 February 8, 1921 — January 27, 1922
 January 26, 1933 — February 13, 1934
 February 13, 1945 — February 1, 1946
 January 31, 1957 — February 17, 1958
 February 16, 1969 — February 5, 1970
 February 5, 1981 — January 24, 1982



Rooster people are outspoken loners and have little trust for other people. They are brave, ambitious and never shy.

If a Rooster weds an Ox, Dragon or Serpent great happiness, wealth and honor will follow.

Don't be caught by a Hare or another Rooster for this would be the worst match ever. Calamities are hiding just around the corner waiting to destroy this unfortunate couple.

Year of the Dog

Persons born between:

February 10, 1910 — January 29, 1911
 January 28, 1922 — February 15, 1923
 February 14, 1934 — February 3, 1935
 February 2, 1946 — January 21, 1947
 February 18, 1958 — February 7, 1959
 February 6, 1970 — January 26, 1971
 January 25, 1982 — February 12, 1983



Dog people are loyal and honest with a deep sense of duty and justice but they are anti-social and emotionally cold fish.

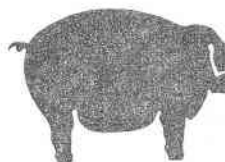
The Tiger, Hare or Horse will make the best mate. A marriage fashioned in Heaven — husband and wife will harmonize perfectly. Marital love, a healthy family and a long life will crown this auspicious couple.

Keep clear of the Dragon and the Ram or marriage will be a disaster. Such a match will produce irresponsibility and cause the family fortune to be frittered away.

Year of the Boar

Persons born between:

January 30, 1911 — February 17, 1912
 February 16, 1923 — February 4, 1924
 February 4, 1935 — January 23, 1936
 January 22, 1947 — February 9, 1948
 February 8, 1959 — January 27, 1960
 January 27, 1971 — February 14, 1972
 February 13, 1983 — February 1, 1984



Boar people are pure, chivalrous, gallant, have tremendous fortitude and are honest. Boar people are generally quiet but when they talk there is no stopping them.

Marriage compatibility may best be found with the Ram, Hare or the Tiger. The family will prosper in business and acquire great wealth, dignity, honor and be blessed with many descendants.

Those born under the sign of the Snake and the Boar are ill-fated mates. There seems to be an inherent antipathy between husband and wife. Sympathy and understanding are so minimal that one may seek early death to escape this conjugal torture.

EDWARD VON GELDERN

Story of an "Unforgettable Character"

Information for this article was taken from a series of articles written by Jessica Bird for the Appeal-Democrat in 1976.

Edward Von Geldern, the second of three sons of Otto and Matilda (Schild) Von Geldern was born in San Francisco, January 27, 1887, where he also received his schooling. He attended the California School of Mechanical Arts with classes in architectural and engineering design at Mechanics Institute of San Francisco.

If his father had not been an Engineer, Ed might have become an artist. When twelve years old, he was pictured in the San Francisco Examiner with a model he had made of the USS Iowa, which was then anchored in the bay. He had been on board the ship for only an hour. He went home and without so much as a picture for a guide, and using crude materials and tools, fashioned a detailed model so cleverly it won public interest. When he was thirteen, "Eddie" made similar models of locomotives and trolley cars. About this time his father began taking him on surveying trips and his interest turned to Engineering. Yet he continued to make models even after he was established in business in Yuba City.

From the time he was thirteen, Edward was taken by his father on survey and engineering trips. Immediately after the April 18, 1906

San Francisco earthquake and fire, Otto Von Geldern reopened his engineering office just outside the ruined section of the city. His partner was Prof. Herman Kower of the University of California. Edward was then only nineteen but was privileged to work with them as they designed and resurveyed property lines for owners of many city lots in the burned area.

In June of 1907 young Von Geldern was sent here by his father to survey a drainage system for a large area south of Marysville. In March of that year there had been a severe flood in the Yuba-Sutter area. In September, he was returned here by his father who was the consulting engineer for Sutter County Levee District No. 1. Ed worked on the realignment, construction and repairs to the levee, and was associated with Guy McMurtry of Yuba City, the District Engineer.

When Edward first came to Yuba City, it was unincorporated. The main thoroughfare was Second Street, which parallels the Feather River and dates back to the 1849 mapping of the town. Although it was unpaved and dimly lighted, Second Street even then was the center for Sutter County's public and business buildings and numerous residences. The population of the town in 1907 had reached 1,150 and the citizens were beginning to discuss incorporation. A first unsuccessful attempt to incorporate was made in 1878.

On October 2, 1907 at 4:00 p.m., only a few days after Ed arrived in Yuba City, fire broke out in the Windsor Hotel, located on the west side of Second Street where Bremer Hardware store now stands.

Whipped by a north wind, the flames destroyed most of the buildings in the block between Bridge and Fairman Streets. Sparks flew across the street setting fire to the wooden framework supporting metal tanks that stored the town's domestic water supply. With a big splash the tanks were tipped into the street. Ed recalls that sacks were wet in the overflow from the tanks and used to beat out sporadic roof fires *including one on the County Courthouse). The fire brought civic matters to a head and on January 14, 1908 the citizens voted to incorporate the town and provide an adequate water system. Completed in March 1909, the system included a 100,000 gallon steel tank on a metal tower at Reeves and Plumas Streets.

On December 7, 1907 Edward Von Geldern was granted License No. 582 as a "Land Surveyor" and by 1967 he had the distinction of holding a state land-surveying license for the longest period of any engineer still active in the profession in California. Although he was only twenty years old in 1907, he had already obtained an unusual amount of practical experience in the field.

In 1907 and 1908 Edward laid out and supervised construction of the first levee on the river bank opposite Live Oak, as assistant

engineer for Reclamation District No. 777. In 1908 he was appointed engineer of Levee Districts Nos. 2 and 6 in Sutter County.

In 1909 he went into business for himself in Yuba City and opened his first office. Almost from the time of his arrival, Ed's home and office both have been located on Second Street. He built the present office structure in October 1922; designing it to fit the residential part of the community.

In 1912 he had purchased his present dwelling at 407 Second Street and it was to this home that he brought his bride, the former Marjorie Lane of San Francisco. They were married September 22, 1917. The Von Geldern family included four children: Edward Jr. (who was killed in a 1959 traffic accident that also cost the life of Richard Moore, his brother-in-law); Richard (who now heads the Von Geldern Engineering Co.); Mrs. Marian Anderson and Mrs. Frances Moore. There are ten grandchildren.

Edward Von Geldern shared as an engineer in the stirring battle of the Anti-Debris Association against illegal hydraulic mining in the mountains. In his structural practice he designed bridges, industrial and commercial buildings, rice drying, storage plants and other structures. He was the design engineer on what are now landmarks of the area, including the Nicolaus Bridge, the Knights Landing Bridge, the Sutter County offices building and the Sutter County Library. He also

worked on the remodeling of the Sutter County Courthouse which was completed in 1964. He drew the original plans for the Sutter County Airport.

After Ed was established in Yuba City and while he was assistant to engineer McMurtry for Levee District No. 1, he shared in improvements and maintenance necessary to battle the menace of floods.

To provide greater protection for Yuba City, a three-foot addition to the height of the levee was begun in 1907 and continued through 1910. South of Yuba City, the dredge "SUTTER" had worked from the south end of the district to the Fifth Street Bridge. North of there a different method had to be followed. None of the modern mechanical earth-moving giants were available so a unique method was evolved. From a point about 1,000 feet north of where the Tenth Street Bridge now spans the Feather, a narrow-gauge track was laid to the levee. Permission had been obtained to strip one foot of earth from a borrow area. A crew of Greeks, each armed with a shovel, filled small dump cars with dirt. The loaded cars were drawn along the rails by mule, to the foot of the levee where they were hauled up a ramp to the levee top by a donkey-engine. There, on another track, they were again moved by a mule to locations where the earth was dumped to raise the levee height.

In horse and buggy days, all field work in surveying was done afoot after Old Dobbin had carried crew to the site. Ed Von Geldern used all means of transportation - horsedrawn vehicles, automobiles, river boats and airplanes. In 1932-33, when he was in charge of building the balanced draw bridge over the Sacramento River at Knight's Landing, he donned a deep-sea diver's outfit to inspect the under water work.

In 1910 he bought his first auto; a four-cylinder Overland. There were no garages, no mechanics or service stations. Ed's car was the first used in this part of California by any surveying parties. Gasoline to operate the vehicle was bought from McRae and Ashley's Grocery store at Second and Bridge Street from a fifty gallon storage tank, and cost about 10 cents a gallon. Gas was put into the car tank through a funnel, but soon the stores sported gasoline "carts" with square tanks mounted on wheels and with a hose to service cars.

A May 22, 1912 newspaper carried the following item.

"Civil Engineer Ed Von Geldern returned from San Francisco last Tuesday, making the trip in his new Mitchell "Six". The car is one of the latest 1912 models, 5 passenger, 48 horsepower and a speed burner."

Photographing and surveying from the air was begun by Ed Von Geldern before he purchased his first cub plane. Altogether he owned

five larger planes, the last one was lost in the 1955 flood. After that he rented a plane when he needed one. Ed took his first flight in 1914 as a passenger in an old open model bi-plane. Edward got his own pilot's license when he was seventy years old.

In 1926 before the airport existed, Mr. Von Geldern watched one day as a noisy old "Jenny" circled for a landing south of town. Ed went to the scene and found the pilot was safe but out of fuel; also down on his luck financially. He was a fellow named "Kingsford Smith". Kingsford spent six weeks as a guest of Ed and his wife. Later they found their visitor was Charles Edward Kingsford-Smith, the famed Australian born British Royal Air Force flier of W.W.I, who was knighted for his aviation prowess.

Ed reported: "He told my wife that if he could get some one to back him, he would like to fly to Australia to see his mother. Ed's wife thought it a wonderful idea but Ed said, 'Don't pay any attention to him, that's just a crazy idea'." As it turned out, Kingsford-Smith and others made an historic flight from Oakland to Brisbane May 31 - June 9, 1928 and in 1933 he soloed from England to Australia. He was lost while soloing again from England to Australia in November 1935.

For a long remembered Peach Day, in 1923 sponsred by Yuba City, Marysville, Gridley and other communities; the prominent feature was a parade. Fifteen thousand people saw it. Edward Von Geldern

produced a float that was a full sized replica of the old mule-drawn street car that used to cross between Yuba City and Marysville.

Ed designed numerous other floats for parades and celebrations. One entry was an exact "40 et 8" French box car and engine such as Yanks had to use in France, during W.W.I. It was an American Legion entry.

Shortly after coming to Yuba City, Ed joined a group known as the "Yuba City Dramatic Club". One play presented at the Masonic Hall on April 16, 1910 included Ed as a member of the cast and he also did the scenery. For a benefit performance in Wheatland, for the town baseball team, the group loaded scenery in the aisle of a bus drawn by a four horse team. Then cast and all drove off in a cloud of dust. The club also "toured" to Sutter for another benefit performance and then by train to Colusa.

In 1926, Edward and others organized the Valley Enterprise Company and planned a large theater building for Marysville. It was to have been erected on E Street but the Los Angeles theater chain who had agreed to finance the building "went under" and the plans was abandoned.

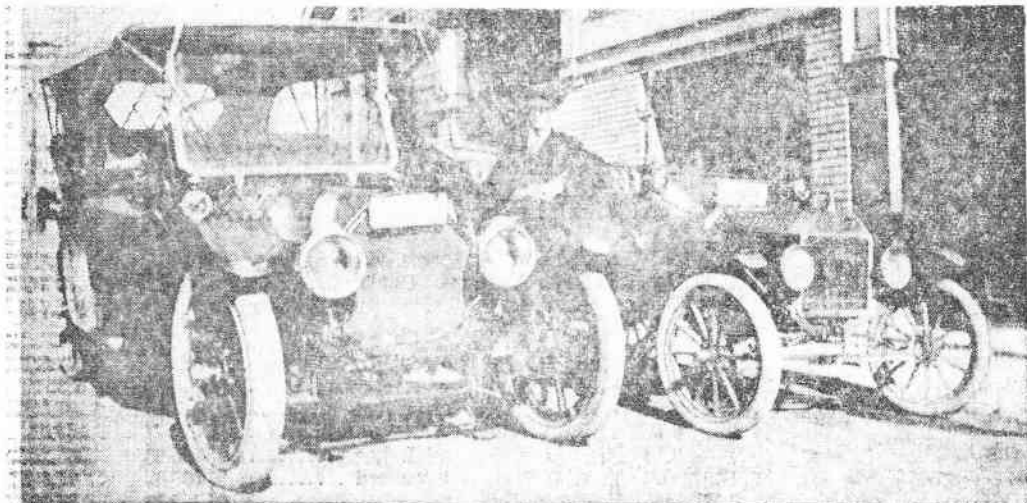
So they rented the Marysville Auditorium and built the stage in it.

The Duffy players of the old Alcatraz theater of San Francisco put on plays there. Price of attendance was fifty cents. Ed painted the scenery and they drew crowds from Gridley and Colusa as well as many local people. Because of difficulties with troublesome actors, they finally gave up the project.

Edward Von Geldern always drew cartoons, posters and other works of art, but not for profit. Although he did win a prize in 1910 for a poster used to advertise the big Fourth of July celebration in Marysville. His hand drawn Christmas greetings were and are prized possessions among his friends and associates.

In 1969 Edward Von Geldern was honored for his long affiliation with the County Engineer's Association, during their annual conference. He also received awards from the American Society of Civil Engineers and in 1966 was presented with a lifetime membership to the Society.

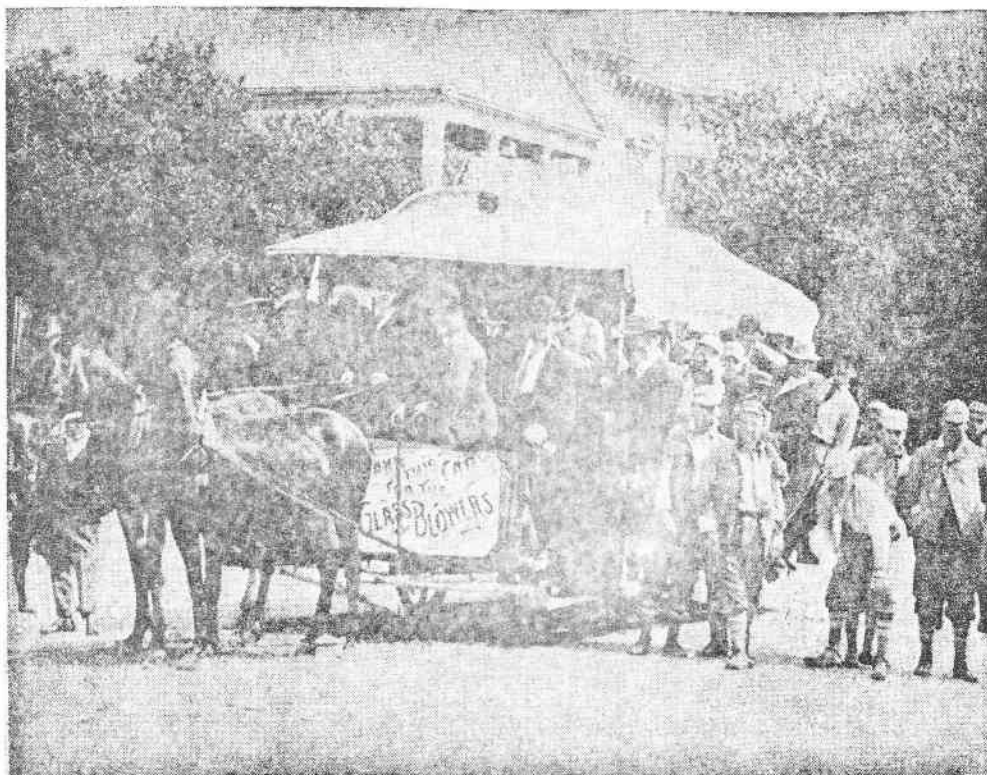
In 1971, at the age of eight-four, Edward Von Geldern died following a long illness.



FIRST MAN to drive an automobile from Yuba City to San Francisco was Edward von Geldern. His first car was an Overland. His second was the 1912 Mitchell (left) dwarfing the Model-T Ford.



MAN AND BOY, Edward von Geldren has pursued a variety of interests with energy and gusto. At left he is pictured in the Yuba City engineering office which he heads. The accompanying picture was taken in 1905 when he was a student in San Francisco.



THIS MULE CAR was used for municipal transport around the turn of the century in Marysville and Yuba City. The scene is on D Street between Fourth and Fifth Streets. This type of transportation was in use when engineer Edward von Geldern arrived here.



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R. M. HARTSHORNE, Pres't.



HOLIDAY GREETINGS

FROM
MR. & MRS.
EDW. WIN GELBERG

VIA HGO. W.
CLIFFS PARK SAC.



GEORGE MAJOR HANSON
1799-1878



Mrs. P. Hanson
Father of Nicholas W. Hanson

PREFACE

At the request of relatives and friends, I write this book. It is written for pastime in the seventy-fifth year of my life. This book is not written for profit or sale.

The characters and names of people and the narratives are not imaginary or fictitious. They are real and the stories and events related are true to the best of my knowledge and belief.

My chance for an education was limited. I do not try to follow the English language as prescribed by Webster. The phrases and expressions of thought are expressed in the language I learned as I grew up.

I have endeavored to chronicle the advancement of the past generations that the future generations of my people may know how their ancestors passed their allotted time on this earth, the hardships they endured in the rearing of their families and the development of this country, an inheritance they left to you.

The early events mentioned I learned from my dear parents, as true and loving parents as a child ever had, and to whom I dedicate this book.

Nicholas Wilson Hanson

Glenn, California
January 15, 1944

THE HANSON FAMILY

In the sixteenth century my ancestors fled from Sweden to the north of Ireland, owing to religious persecution. They learned the Irish language and were of the Presbyterian faith.

My great, great-grandfather David Mark Hanson met and married Sidney Major, a nobleman's daughter, without the nobleman's consent. They sailed for America aboard a sailing vessel in the seventeenth century. They located at Hansonville, Virginia, on a large plantation. The place was named for them.

My grandfather George Major Hanson was born at Hansonville, Virginia, March 13, 1799. He married Polly Ellington in 1819. In 1821 they moved from Virginia to Prestonsburg, Kentucky, where my father was born August 15, 1826. Grandfather was a merchant in Prestonsburg one hundred twenty years ago. We arrived at Prestonsburg September 4, 1941. I got lost in that town looking for grandfathers store. We finally found the store, a log building with foot-thick walls. They were weatherboarded and sealed and made into comfortable dwellings. You would never know they were log buildings one hundred fifty years old.

Those hills were full of coal. One man we visited had a coal mine in his back yard. He shoveled coal from the hill into his furnace.

The hills were too steep to cultivate, except with a hoe or pick. The land was cultivated by hand. How they stood on the hillside while planting and hoeing the corn I don't know. I saw a man and boy hauling hay on a sled drawn by a horse.

No wonder my grandfather migrated from Prestonsburg, Kentucky, to Paradise, Illinois, in 1826!

He was the first postmaster in Coles County, Illinois. Grandfather resided in Coles County until 1849. Grandfather and the Lincoln family were neighbors and good friends in Illinois. Grandfather was a admirer of Abraham Lincoln.

Politically grandfather had been an old-line Whig, and when the Republican party came into existence and held its national convention in 1856 at Philadelphia, at which John C. Fremont was nominated for president, grandfather attended that body as a delegate from California. At that convention he paid the lamented Lincoln a tribute of respect by putting his name before that body as a candidate for vice-president, at the same time addressing a pleasant compliment toward him.

The following national convention of that party having nominated Lincoln for president, grandfather was a warm and active supported of that ticket. He made his influence felt upon the stump and in the columns of political papers. He was a very effective debater and clear

and forcible writer. Few men of his day were better read in general politics and more clearly understood the system and ideas of our form of government.

Grandfather at one time published the Sutter County Sentinel, Marysville Evening Telegraph, Daily Appeal, Clear Lake Sentinel, and finally the Gilroy Advocate. He and his youngest son, David Mark, founded the Advocate. I believe it is still published. John A. Apperson, who was grandfather's grandnephew, was the "printer's devil" on the Advocate. As a boy of fifteen, he learned the printer's trade on that paper. Later he set type on the Marysville Appeal. Later he came to Willows and edited the Willows Review for many years.

John was the first white child born in Yuba City, on April 5, 1854.

Grandfather's second wife was Jane Linder. When gold was discovered in California, he concluded to leave Illinois and go west. On April 1, 1849, with a family carriage drawn by horses and three ox teams loaded with several thousand dollars worth of supplies, he started for California.

He thought what they did not consume on the journey he could sell for a good profit. At Independence, Missouri, he cast his lot with John G. Allender's train, that consisted of thirty-five wagons

and one hundred men. There was only one other woman, a Mrs. John Armstrong, and her children. They traveled in trains for mutual benefit to assist each other in difficulties and for protection against hostile Indians.

Those of grandfather's family who came to California with him were his wife, baby daughter Polly, seven sons, William Patton, George Major, Nathan Ellington, James Francis, Daniel A. Rufus, and David Mark; his niece Sidney Hanson, and his son-in-law, Daniel Linder; his daughter, Sidney, with their five children, Thomas, John, Billy, Margaret, and Nannie.

Grandfather chose the northern entrance to the Sacramento Valley. He left the Allender train and came through by the Lassen Trail with Peter Lassen as guide. After many trials and hardships in crossing the plains, he finally found it necessary to abandon his wagons in the Sierra wilderness and continue on foot with pack animals. After many more trials traveling on foot through the Sierra wilderness, they finally arrived in Yuba City in November, 1849, almost in destitute circumstances.

Grandfather ran a ferry across the Feather River at Yuba City and conducted a hotel.

"We revere the memory of pioneers who ventured forth through tribes of hostile Indians, scorching desert sands, and the vast wilderness of the Sierra Nevadas to obtain an inheritance for those they love."

In 1852 my father returned to Illinois via Panama and New York. He and mother were married March 1, 1853. On March 8 they started for California across the plains with ox teams and a drove of cattle. Mother's brothers gave her a milk cow and a side-saddle for a wedding present. Father gave her a nice saddle horse. Mother rode her horse and drove her cow with their cattle to California.

The party consisted of father, mother, mother's brother, Nicholas Wilson, cousins Jack and Lizzie Spear, Aunt Elizabeth Nabb, her three daughters, Mary, Eliza, and Barbara. They arrived in Yuba City in September, 1853, after six months on the way.

They started on the journey well-supplied with salt, coffee, bacon, cornmeal, and flour. They killed a fat calf or young steer for fresh meat. The cows were milked and the cream can hung on the shady side of the wagon. The sloshing of the cream in the can churned the butter. There was always plenty of corn dodgers, butter, and buttermilk for supper.

When there was no wood, twigs, or sagebrush, they gathered "buffalo chips" for fuel to boil the coffee.

Grandfather built a home in Yuba City in 1853. The material for it was shipped in sailing vessels around the Horn, as was most of the building material for California in that period. He also built the first bridge across the Feather River at Yuba City in 1853.

In a letter to his sister, Sidney Apperson, in Illinois, dated Marysville, California, September 11, 1853, he said, "The bridge will be completed in two weeks. It will cost me over \$23,000. It was contracted for \$20,000, but the contractor failed, and it will cost me some \$3,000 to finish. After it is done, I will be in debt over \$11,000, but I think the bridge will wipe out the indebtedness by the first of March. It is generally believed the receipts of this bridge will not clear of all expenses \$100 per day. I would not have been so much in debt but after I sold my hotel to Hanson and Brown I took a notion to build a private dwelling, which has cost me between eight and nine thousand dollars. It is said to be the finest dwelling in California. It is built of brick, 30 x 36 feet, two stories, besides the cellar and garret. Both are finished well for the necessary purposes. Two verandas seven feet wide belting the entire building; two halls six feet wide; double parlor 15 x 30 feet; thirty-two French windows; nine rooms besides the cellar; observatory is 15 x 15 feet; banistered and seated; brick painted flesh color; windows and verandas white and outside doors grained oak. My location is upon the west bank of the Feather River, one hundred yards above the bridge, in Yuba City.

Having no post office here, my address is still Marysville."

In this letter of September 11, 1853, grandfather mentions the arrival of father and mother. He said, "Francis and Daniel Hamblin started to Humbug Valley Saturday, a distance of one hundred miles, to bring the cattle in from where William left them to recruit, in care of his cousins, the Spear family. William and Elizabeth arrived with 104 head of oxen and cows."

Father pastured his cattle at Live Oak, an unsettled country at that time. Father bought an interest in his father's bridge and was bridge tender. The floods of 1853 weakened the structure and in April, 1854, the bridge fell, when forty head of cattle stampeded while crossing over it. Most of the cattle were saved. That was a big financial loss to grandfather. He sold an interest in his franchise to John C. Fall, a wealthy merchant of Marysville. Together they built a new bridge.

This bridge was a good-paying investment, until the county ignored the franchise and built a free bridge and put them out of business.

Father settled on the Harter Place northwest of Yuba City where the Harter Packing Plant is now located. Sister Lillie was born there in 1855. Father traded the 160 acres for a span of mules.

Grandfather endured much sorrow and grief. His daughter, Sidney Linder, died July 5, 1851, leaving five small children. His wife, Jane, died February 2, 1850, and his baby daughter, Polly, was drowned in the Feather May 20, 1850. The markers on their graves are the oldest in the Yuba City Cemetery.

Polly's body was seen on the bed of the river in ten feet of water. It was soon recovered, but too late. At that early date the Feather River was a clear stream and did not overflow its banks in Yuba City. Feather River is not the Feather River of 1849. Civilization has wrought the change by hydraulic mining and removing the timber from the mountain slopes.

Today a levee stands on the bank of the Feather River where grandfather's house stood. The levee is nearly as high as the house.

It was necessary to remove the house in September, 1938, to give room for the enlargement of the levee. The house was well preserved. Two families occupied it. The house contained two large chimneys and eight fireplaces. Grandfather overlooked that item in describing his home to his sister. Otherwise his description was o.k.

After eighty-five years the home was appraised and the owner received nine thousand dollars for it. That was more than the house cost in 1853, when it was necessary to ship the material of it around Cape Horn.

Grandfather gave his children good educations. He educated his youngest son, David, for an editor and lawyer. He cared for his niece, Sidney Hanson, as his own child and sent her through college. He provided a good home for his granddaughters, Margaret and Nannie Linder, when their mother died. Their father, Daniel Linder, never remarried.

Robert Quigley was deputy sheriff of Sutter County when J.B. Low, assessor of Sutter County, was killed by George Cramer in a dispute over the title of land near Knights Landing. Quigley arrested Cramer, lodged him in the Marysville jail, there being no jail in Sutter County. This occurred February 9, 1860.

Robert Quigley married Cousin Margaret Linder. They lived to be quite old and reared a large family of children.

Grandfather's seven sons are as follows: William P., married Lydia Wilson. Their children were: Polly M., Lillie, Ella J., Clara B., George M., Nicholas W., Lydia A., and Mable C.

The Hanson family and General John A. Sutter were good friends.

We always respected father and obeyed him. Sister Ella and I are the only ones he ever whipped. That was for not obeying him. I was about eight years old at the time, but plenty old to remember that licking. Father never had cause to whip me again.

Mother whipped us often when we were small. Her whipping never hurt and we did not care. Then she would tell father to make us mind. Father never told us a second time.

Father was a good provider and he worshipped his family. He bought his children many presents. He gave eighty dollars for a little spring wagon and a set of dog harness for brother and I to play with. He brought nice clothes and jewelry for my sisters and when they became of age he gave each a gold watch and chain. We were a very happy family.

Of the ten commandments that were given by Moses, there is none that conveys so much meaning and sublime words as that in which we are commanded to "Honor thy father and thy mother." If we obey that commandment, we obey them all.

Grandfather's ten children celebrated his birthday, March 13, 1799, for over fifty years. The family always met on that day for a reunion, until there was only one left, Uncle David, who lived to be eighty and died in 1920.

Grandfather's seven sons were all large men, except Uncle David. They were all athletes and fond of sport and hunting. Few circus clowns could turn more hand-springs and jump higher than Uncle Frank.

Grandfather was a temperate man. He did not use tabacco, though three of his sons learned to smoke. From my observations today, I find some children are not so considerate and faithful to their parents.



PELLESA A. HANSON

NICHOLAS W. HANSON, Author

A BEAUTIFUL CUSTOM

The following is taken from a copy of the Willows Journal:

For many years it has been the custom of the Hanson family to meet at the residence of one of the brothers and invite all the relatives and immediate friends to participate in the celebration of their father's birthday, March 13, 1799. In the year of 1887 it was decided that Father Hanson's birthday should be celebrated at the residence of William P. Hanson, residing near Willows, on March 13, 1888.

Consequently, on yesterday, handsome carriages containing relatives and invited guests were seen driving through the streets of our town, bound on a mission of love and filial duty.

Arriving at the home residence, all were welcomed into the house and the teams were taken care of. The day was spent in sports of different kinds, including a chase in the forenoon. After the fleet-footed hare there was target practice in which B.C. Epperson carried off the honors, the Journal man, in company with J.A. Apperson, of the Democrat, holding down the tail end.

Many jokes and stories of bygone days were told by the five brothers, and they were very interesting.

John A. and V.V. Apperson rendered some select music, for they are truly professors in this art.

At 3:00 p.m. a grand dinner was served and heartily enjoyed by all.

The celebration was a success and as the guests departed for their several homes, one and all tendered to the family a heartfelt wish that their days might be long in the land and that peace, happiness, and prosperity would crown their lives.

The following were present: Mr. and Mrs. David Hanson, Mr. and Mrs. Frank Hanson, Mr. and Mrs. Dan Hanxon, and Nate Hanson, all of Lake County; Mr. and Mrs. B.C. Epperson, of Bear Valley; Mr. and Mrs. Frank Abel, Mrs. D.K. Hamblen, of Maxwell; Mr. and Mrs. V.V. Apperson, Mr. and Mrs. W.H. Kelley, Mrs. J.L. Wilson, John A. Apperson, and Ben Wilson, of Willows.



MOTHER HANSON, SISTER AND BROTHERS
Mary Glenn, George W. Wilson, Lydia A. Hanson, John A. Wilson

MY WIFE

I have written on many subjects in this book and, last but not least, I wish to speak a few words of praise and tell you of my good wife, a sincere Christian woman. God's noblest gift to man, a woman who sees and appreciates the blessings of life, a lover of flowers and domestic animals, an industrious woman, ever willing and ready to bear more than her share of the burdens of life.

Miss Bethena Hull and I were married December 8, 1897, in Alameda, California.

She has been my devoted companion for nearly fifty years. She was as happy in a humble home as in a modern dwelling. She shared her home with my mother, brother, sisters, nephews, and nieces, with never a quarrel nor cross word. She loved my people as her own and they loved her. No selfishness or jealousies ever entered their hearts. Many are the birthday, holiday, and picnic dinners we have enjoyed.

Her father, James Milton Hull, was born in Kentucky. Her mother, Rispah McKnight Hull, was born in Missouri. They were married in Peru, Nebraska, August 8, 1861. They lived in Nebraska in Kansas, and Missouri many years and reared a family of ten grown children - Henry, Sarah, Viola, Lewis, Eva, Bethena (my wife, usually called Bertha), Arthur, Elmer Doris, and Vera.

Father Hull was a blacksmith and farmer. He and his good wife worked hard to rear and educate their large family. The eldest children married and the family moved to California, where the others married.

Father and Mother Hull spent their declining years in Chico. They raised a nice garden, kept a milk cow, chickens, and a driving horse.

After father's death, we persuaded mother to sell her home and reside with us and that good Christian woman brightened our home for several years until her death, when eighty years of age. Father and Mother Hull rest in the Chico cemetery.

Do not tell me you cannot live in peace with your mother-in-law. If you have any love and respect for your husband or wife, you will love their people.

My mother loved all of father's people and father loved all of mother's people as their own and their lives were very happy.

Mother said there was no room in a selfish, jealous person's heart for true love and they were their own enemies.