

# SUTTER COUNTY HISTORICAL SOCIETY

## NEWS BULLETIN

Vol. XXVI

Yuba City, California

January 1987



EARLY HISTORY OF LOCAL HIGHWAY PATROL

# SUTTER COUNTY HISTORICAL SOCIETY

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The News Bulletin is published quarterly by the Society at Yuba City, California. The annual membership dues includes receiving the News Bulletin. 1987 dues are payable January 1987. Your remittance should be sent to Sutter County Historical Society, P.O. Box 1004, Yuba City, Calif. 95992. To insure delivery of your Bulletin please notify the Treasurer of any change of address. Dues are \$7.50 per person, \$10. per family, \$5. if over 70 years of age.

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An index and file of all the past issues of the Bulletin may be found in Sutter County Library, Yuba County Library and at the Community Memorial Museum. Extra copies of the Bulletin may be purchased at the Museum for \$2.

## PRESIDENT'S MESSAGE

Our annual business meeting will be held at the Museum on Tuesday January 20, 1987 at 7:30 P.M. The main business at hand will be the hearing of the nomination and election of Directors for the ensuing two years. From the Board of Directors the President and Vice President will be selected. The Secretary and Treasurer may come from the nominated directors or may be selected from the membership at large.

An item of importance will be the discussion of the joining together of the Museum membership and the Sutter County Historical Society. An adjustment of our dues will be necessary. The joining together will reduce the duplication of effort and will present a united front to the public.

The program on the Agricultural Building is in slow gear. Any suggestions from the membership and other interested parties are welcomed.

The Program for the January meeting will be one of interest to all. A leader of nature trips through the Buttes will have an illustrated talk.

The Annual Dinner Meeting in April has an interesting program engaged. The Speaker, David Nopel, will show slides and talk of his following the "Oregon Trail" from the eastern terminus to its destination. A roast beef dinner and all the trimmings will be served. The date will be WEDNESDAY April 22, 1987 at the "Hangar" in Hillcrest Plaza on Clark Avenue in Yuba City. Please note the day is Wednesday and not our usual Tuesday. The facility was not available on that day.

Make your reservation early by calling the Museum at 741-7141 and be sure to mark it on your calendar. Watch for further announcements regarding this.

## DIRECTOR'S REPORT

By the time you receive your Bulletin, the Museum Commission's big Trees & Traditions Gala will have come and gone, but, as I write this, we are still in the thick of it. Christmas, and the planning and preparation for the Gala have consumed most of the autumn months. A new twist this year: the 20 foot Museum Christmas tree will be decorated with Victorian-style ornaments made courtesy of the Museum Auxiliary and Commission. With this project, we have uncovered all kinds of hidden creative talent. The tree will be up through the new year and should be well worth a special trip to the Museum.

Our thanks to all of you who contributed objects to the treasure chest that was raffled off at the Gala this year. The Historical Society's additions to the chest helped to make it an extra special gift.

In addition to the Gala, several things are happening at the Museum right now. On December 22, from 9:00 a.m. to 5:00 p.m., the Museum will be hosting a Christmas Open House for the community. Cookies and hot cider will be served, the player piano will play carols, and there will be a special children's story hour from 1:00 to 2:00 p.m.

Running through the month of December is a special exhibit called "Christmas Images" focusing on the celebration of Christmas in the late 1800s. A special section of the exhibit deals specifically with Christmas in Sutter County through articles from local newspapers from the 1870s, 1880s, and 1890s.

One other special exhibit that will be up through the end of January is "Cameras: Ingenious Image-makers". Lee Laney from Chico has kindly loaned the Museum a portion of his camera collection, with a special emphasis on turn-of-the-century technology. The variety and beauty of the cameras make this an especially intriguing exhibit.

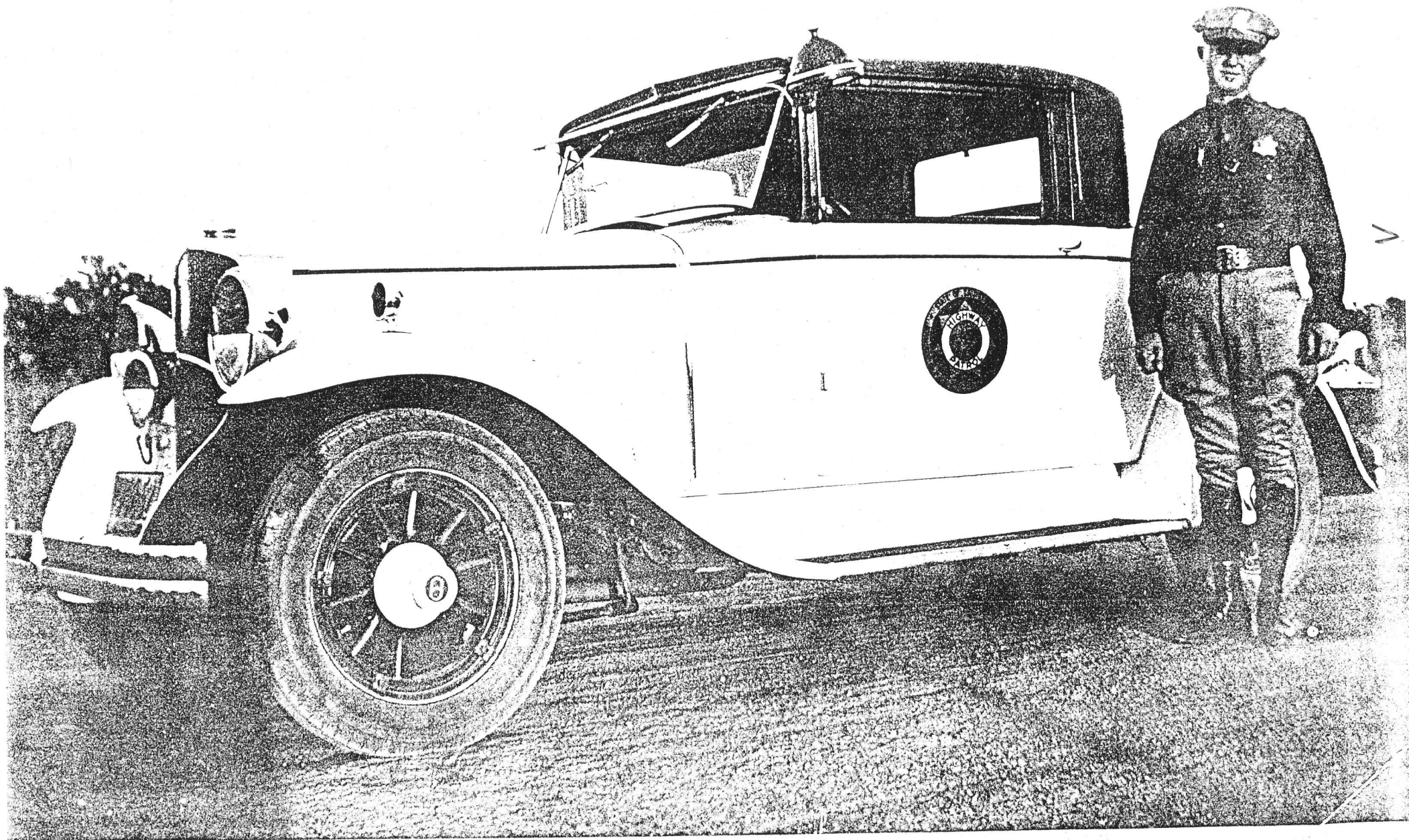


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1930

HANLON BROWN

HANLON BROWN

Hanlon Brown recording 2/1/86

Randolph Schnabel interviewing

HANLON BROWN RESPONDING

Hanny we'd like to get a story of the Highway Patrol, which you were in on the beginnings of. What was the approximate date that the Highway Patrol was initiated? ONE OF THOSE PAPERS THAT I GAVE YOU THERE, RANDY, GIVES THE DATE THAT BOB SCHELLENGER WAS APPOINTED. HE WAS THE FIRST MAN APPOINTED TO THE HIGHWAY PATROL FOR SUTTER COUNTY, APRIL 1, 1924.

Is Bob still alive? YES, HE IS. Where does he live? HE'S LIVING OUT IN SUTTER ON THE OLD SCHELLENGER PLACE. That's on Acacia Road, isn't it? YES... WAY OUT THERE JUST BEFORE YOU MAKE THE TURN TO GO UP THE PASS. THIS IS FROM THE DIVISION OF MOTOR VEHICLES, STATE OF CALIFORNIA.

"I, WILL H. MARSH, CHIEF OF THE DIVISION OF MOTOR VEHICLES, BY VIRTUE OF THE POWER AND AUTHORITY VESTED IN ME BY LAW DO HEREBY APPOINT AND COMMISSION C.O. SCHELLENGER, CAPTAIN, A STATE TRAFFIC OFFICER AND INSPECTOR, TO SERVE IN THE COUNTY OF SUTTER". APRIL 1, 1924, AND SIGNED BY THE CHIEF OF THE DIVISION OF MOTOR VEHICLES, W. H. MARSH.

It was a state operation then at that time? YES... THEY HAD THE POWER TO APPOINT. THE SUPERVISORS AT A LATER DATE APPOINTED THE OFFICERS, BUT AT THIS TIME THEY WERE APPOINTED BY THE STATE.

Who actually paid the salaries of these people? Was it paid by the state or by the county? THEY WERE PAID BY THE COUNTY. In other words, it was like a sheriff's Department? WELL, IT WAS JUST LIKE BOB STATES IN HIS LITTLE NOTE HERE, "THAT ON SEPTEMBER 1, 1921, I WAS ASKED BY THE BOARD OF SUPERVISORS IF I WOULD TAKE THE JOB OF PATROL OF THE ROAD SYSTEM OF SUTTER COUNTY. ON THIS DATE I WAS APPOINTED, AND IN THE PRESENCE OF THE COUNTY CLERK, \_\_\_\_\_ COATS, AND BEN MANFORD, SHERIFF OF SUTTER COUNTY, I TOOK THE OATH GIVEN BY AL BROWN, COUNTY CLERK, SO AT THAT TIME IT WAS A DUAL OPERATION.

Then actually he was a county official? HE WAS A COUNTY OFFICIAL, BUT THEY HAD NO PROVISION FOR A TRAFFIC OFFICER, SO THEY CONTACTED THE DEPARTMENT OF MOTOR VEHICLES, AND THAT WAS THE REASON MR MARSH APPOINTED HIM CAPTAIN, BECAUSE HE WAS THE ONLY ONE AT THAT TIME, AND HE SERVED FOR A GOOD NUMBER OF YEARS, AND I MIGHT SAY, HE WAS A VERY FINE OFFICER. DO YOU REMEMBER BOB?



Oh yes. The county, then, paid him and he just patrolled the roads in Sutter County. Did the County furnish him a car or anything?

WE WERE CALLED "SPEED COPS" AT THAT TIME. THEY WERE BUILDING ALL THE ROADS AT THAT TIME WITH THAT BLACKTOP AND IN THIS AREA SOLID TIRES AND OVERLOADS ON TRUCKS WERE DOING A LOT OF DAMAGE. NATURALLY THEN WHAT THEY WANTED HIM TO DO WAS TO STOP THOSE OVERLOADS ON THE BLACKTOP ROADS. THAT WAS HIS PRIMARY DUTY. THEN ON APRIL 1st 1924, BOB SCHELLENGER WAS APPOINTED CAPTAIN OF THE STATE TRAFFIC OFFICERS. HE WAS THE HEAD OF IT. THEN WELDON BROWN WAS PUT ON. LATER THEY HAD A NEED FOR MORE MEN, AND ANCIL LAMME WAS APPOINTED. LATER ON TAL NORWOOD WAS APPOINTED, AND THE FOUR OF THEM OPERATED HERE IN THE COUNTY FOR A GOOD NUMBER OF YEARS. TRAFFIC BEGAN TO INCREASE HERE AND THEY NEEDED MORE MEN, MORE HIGHWAYS TO PATROL, AND IT WAS AT THAT TIME THAT HENRY L. WILLIAMS AND I WERE APPOINTED. THE COUNTY SUPERVISORS APPOINTED US, BUT WE HAD TO BE SWORN IN UNDER THE STATE OF CALIFORNIA'S DEPARTMENT OF MOTOR VEHICLES OFFICE. THAT WAS ON JULY THE 26th 1930.

Did you have any training prior to coming on the force? NO. Did any of these men that you've mentioned before go to a school or anything else? NO--THEY HAD NO SCHOOL. AFTER BEING APPOINTED IN JULY, THEN THE NEXT NOVEMBER THEY HAD THE FIRST SCHOOL, AND ALL THE APPOINTEES WHO HAD BEEN APPOINTED AFTER 1929 WHEN THEY ENDED DUAL CONTROL HAD TO GO TO SCHOOL AT MATHER FIELD...AND NOBODY HAD BEEN AT MATHER FIELD FOR A LONG TIME BY THEN. THE BUILDINGS WERE DILAPIDATED, THE FLOORS WERE CAVING IN, GROWING FOXTAILS AND WHAT HAVE YOU. BUT WE WENT TO SCHOOL THERE AND THE UNDERSTANDING WAS THAT IF WE DIDN'T PASS WE WERE ALL THROUGH. You would have got fired then? BY THAT TIME YOU HAD BOUGHT YOUR UNIFORMS AND YOUR SIDEARMS AND HANDCUFFS....AND YOU WERE OUT QUITE A BIT OF MONEY, SO IT BEHOVED ALL OF US TO GET IN THERE AND STUDY, AND PASS THE EXAMINATION. AND AS I SAY, EVERYBODY DID. WE HAD SOME VERY FINE INSTRUCTORS THERE AND WE WERE WAY OUT IN THE BOONDOCKS. MAYBE THAT WAS BETTER.

Well, that's just about the way they do it now. But they go to school before they become Highway Patrolmen, and before they have to spend all that money for their uniforms.

RIGHT. THEY NOW HAVE A WONDERFUL ACADEMY DOWN OUT OF SACRAMENTO THERE AND THEY TRAIN THEM HOW TO DRIVE, AND HOW TO MAKE THESE SKID TURNS. I THINK THEY HAVE TO GO THERE MONTHS. Talk about your skid turns---what kind of automobiles were you using when you first went on the force? WELL, THE CAPTAIN HAD A 1930 GRAHAM-PAIGE, AND WE PATROLMEN HAD MOTORCYCLES. HARLEY-DAVIDSON MOTORCYCLES--SEVENTY FOUR MODEL. DURING MY TIME ON PATROL, SEVENTEEN YEARS, I HAD SEVEN MOTORCYCLES. I DON'T RECOMMEND THEM TO ANYBODY.

I can remember Weldon Brown mentioning that one time when his motorcycle was parked in front of the Highway Patrol Office when it was on Second Street, that somebody fiddled with his ignition or his lights or something like that, and he

went out on a night call and his lights went out on him, and he cracked up. Do you remember anything about that? That was probably before you were on the

force. NO, THAT WAS BEFORE MY TIME. OUR OFFICE IN MY TIME WAS IN MISSION HALL...THAT USED TO BE ON SECOND STREET, ACROSS FROM THE COURTHOUSE WHERE THE COUNTY OFFICE BUILDING IS TODAY. WE HAD

A LITTLE ROOM IN THERE, ABOUT TEN BY TWELVE, SIX OFFICERS, AND MRS. LIZ ONSTOTT, WHO WAS APPOINTED SECRETARY. THERE WAS HARDLY ROOM TO GET AROUND. Well, what did she do besides being secretary?

WELL, SHE KEPT TRACK OF ALL OF OUR REPORTS. WE HAD TO TURN IN OUR REPORTS ON THE NUMBER OF STOPS WE MADE AND WHERE, AND ARRESTS, AND WHAT BEATS WE WERE PATROLLING ON. SHE KEPT TRACK OF ALL THAT.

BUT THEN THE STATE DECIDED THAT ALL AUTOMOBILE REGISTRATIONS WHICH HAD BEEN HANDLED OUT OF SACRAMENTO WOULD BE HANDLED OUT OF EACH PATROL OFFICE, SO WE MOVED THEN UP TO THE BREMER STORE--THEY HAD A VACANT STORE THERE, AND WE MOVED IN THERE AND ISSUED LICENSE PLATES THEN THE FIRST OF JANUARY EVERY YEAR. THAT WAS QUITE A JOB.

I can remember down there at Mission Hall, where we had to go to get our Driver's License, and take our examinations, but I don't remember how much of a written examination it was, but they did ask you where you lived, and your parents' names, and how old you were. And I think at that time, if I'm not mistaken, the legal age for getting a learner's permit was fourteen. WELL, THE EXAMINATION DIDN'T COVER A WHOLE LOT. WE JUDGED A MAN, AND

WATCHED HIM DRIVE, AND IT WAS UP TO YOUR JUDGEMENT WHETHER YOU PASSED HIM OR NOT. I DON'T REMEMBER EVER TURNING ANYBODY DOWN. THEY WERE ALL GIVEN LICENSES. AND AFTER WE'D BEEN IN THE BREMER BUILDING FOR A LONG TIME, THE COUNTIES OF YUBA AND SUTTER CONSOLIDATED AND THE STATE BUILT AN OFFICE BUILDING AT FIFTH AND "J" STREETS IN MARYSVILLE, (on the southeast corner.) AND WE MOVED INTO THAT BUILDING. IT'S NOW A RESTAURANT, I BELIEVE. AND I STAYED THERE UNTIL 1947 WHEN I RETIRED FROM THE HIGHWAY PATROL AND WAS APPOINTED TREASURER AND TAX COLLECTOR OF THE COUNTY OF SUTTER. I TOOK OFFICE THERE ON OCTOBER 1st, 1947 AND STAYED THERE UNTIL DECEMBER 30th 1973.

You've had a long period of public service, then, haven't you? FORTY-SIX YEARS OF PUBLIC SERVICE HERE IN SUTTER COUNTY, AND I ENJOYED IT. I LIKED PEOPLE.

Were you a native of Sutter County? YES, I WAS BORN OUT AT EAST BUTTE, ON THE OLD HOWARD PLACE - DOCTOR HOWARD. He was a dentist, wasn't he? HE WAS A DENTIST. THE UNION SCHOOL WAS ON THE CORNER OF EAST BUTTE ROAD AND THE HOWARD ROAD. IT WAS A ONE-ROOM SCHOOL - ONE TEACHER TAUGHT ALL EIGHT GRADES. SO YES, I'D SAY I WAS BORN AND RAISED RIGHT HERE IN SUTTER COUNTY. HOWEVER, I DID MOVE AWAY FOR TWO OR THREE YEARS, WHEN I WORKED FOR UNION OIL COMPANY IN OROVILLE.

You were a migrant--you moved a lot? From one county to the next. Almost thirty miles! ALMOST A LONG WAYS! YES! NOT TOO FAR AWAY FROM HOME. Now, where you were born, the Howard Place, right north of that--wasn't that where the Bethel Methodist Ministry had their big building? Do you remember anything about that? NO. RIGHT NORTH OF THAT WAS THE LANG PLACE, A BIG ALMOND ORCHARD THERE. MY GRANDFATHER (Austin Brown) LIVED RIGHT ACROSS EAST BUTTE ROAD WITH GRANDMOTHER AND AN UNCLE. What was their name? AUSTIN BROWN. THERE'S A VETERINARY PLACE IN THERE AT THE PRESENT TIME. Yes "The Country Vet". IS THAT THE NAME OF IT? Fellow by the name of Jerry Lang. Also there's a nursery there at the corner of Clark Road and East Butte Road. OH. I HAVEN'T BEEN OUT BY THERE FOR QUITE SOME TIME. I'M GOING TO TRY TO GET A TRIP AROUND THE BUTTES AS SOON AS SPRING COMES AND EVERYTHING IS NICE AND GREEN. I'D LIKE TO TAKE ONE MORE TRIP AROUND THERE. I think that could be arranged without too much trouble.

While we're talking here, hanny, what were some of the duties that the Highway Patrol performed? You mentioned already that one of the first jobs that Schellenger had was to check the hard-rubber tired trucks and the damage that they did to the highways. Now they certainly did something else besides just being "Speed Cops?" WELL, THAT'S TRUE. WE INVESTIGATED ALL ACCIDENTS AND MADE REPORTS ON THEM--TRIED TO DETERMINE WHAT HAD HAPPENED AND IF SOME VIOLATION OF THE LAW OCCURRED, WE REPORTED IT TO THE DISTRICT ATTORNEY, AND HE TOOK IT FROM THERE. DECIDED WHETHER TO PROSECUTE OR NOT. AND OF COURSE THERE WAS QUITE A BIT OF HIGHWAY TRAVEL. WE PATROLLED EVERY DAY. IN ADDITION TO THAT, ONCE A WEEK WE HAD LIGHT RAIDS. ON MONDAY NIGHT WE HAD IT IN MARYSVILLE AT FIFTH AND "J" STREETS. CAN YOU IMAGINE STOPPING ALL THE AUTOMOBILES THAT PASS FIFTH AND "J" TODAY, AND TESTING THEIR LIGHTS? WE ACTUALLY SET A SCREEN OUT THERE AND THE CAPTAIN MEASURED THE HEIGHT OF THE LIGHTS ON THE CAR, AND THEY HAD LINES ON THE SCREEN, AND IF THEY WENT OVER THE LINES, HE'D GIVE THEM LITTLE TAGS AND SEND THEM OVER TO THE OFFICERS, AND WE'D MAKE OUT A TICKET FOR THEM TO GET IT FIXED. AND THAT INCLUDED "ONE LIGHT" OR "NO TAIL LIGHT" VIOLATIONS. THEN THE FOLLOWING NIGHT WE'D HAVE ONE IN YUBA CITY AND GET THEM COMING THE OTHER DIRECTION. SO WE WORKED IT THAT WAY. BUT ONE THING WE DID HAVE THAT WAS A BRAKE TEST. WE STOPPED THE CARS, AND WE HAD A LITTLE BOX THERE THAT WAS LIKE A BIG LUNCH BOX, WITH A SPRING AND A HOOK UNDERNEATH IT. WE'D HOOK IT UNDER THE RUNNING BOARD, AND HAVE THE FELLOW DRIVE DOWN THERE TO AN OFFICER. THE OFFICER WOULD FLAG HIM DOWN, AND HE'D HAVE HIM DRIVE TWENTY MILES AN HOUR, AND THEN PUT ON HIS BRAKES, AND SEE HOW QUICKLY HE COULD STOP. IT REGISTERED ON THAT LITTLE "LUNCH BOX" AS WE CALLED IT.

They'd have a hard time hanging it on the running boards now. N one of the cars have running boards! NO RUNNING BOARDS, SO YOU COULDN'T PUT THEM ON THERE. AND YOU CERTAINLY COULDN'T STOP ALL THE TRAFFIC JUST TO TEST LIGHTS OR BRAKES. IF YOU JUST GO UP THERE ON COLUSA AVENUE ABOUT FIVE O'CLOCK YOU COULD JUST IMAGINE WHAT THAT WOULD BE.

During your life-span here in Yuba City, you've seen an awful lot of change in traffic, haven't you? OH, GRACIOUS YES! A CHANGE IN TRAFFIC AND IN GROWTH OF YUBA CITY. YES, WHEN I MOVED HERE IN 1935--TO THIS RESIDENCE HERE AT 539 COOPER AVENUE, YUBA CITY, THERE WERE ONLY THREE



BUILDINGS ACROSS THE STREET, THE OLD MOORE PLACE, GARTH OTTNEY, AND FRED COOPER. THE REST OF IT WAS ALL PEACH ORCHARDS. THEN WHEN THEY PULLED OUT THE PEACH ORCHARDS I HAD A HUNTING DOG. I USED TO WALK ACROSS THE STREET AND TURN HIM LOOSE AND LET HIM RUN AND EXERCISE...EVERYTHING WAS JUST WIDE OPEN, AND NOW IF YOU WANT TO GET OUT OF THE CITY LIMITS, YOU HAVE TO DRIVE SEVERAL MILES TO GET OUT. THAT'S HOW MUCH CITY SIZE HAS INCREASED. PLUMAS STREET HAD A TWENTY-FOOT STRIP OF CEMENT DOWN THE MIDDLE--THE REST WAS DIRT. YOU PARKED ON THE SIDE, MUD HOLES AND ALL. IN LATER YEARS, THEN, THEY PAVED THAT. RANDY, YOU PROBABLY REMEMBER THAT THEY WIDENED PLUMAS STREET TWO DIFFERENT TIMES TO GET IT WIDE ENOUGH TO HANDLE THE INCREASING TRAFFIC, BECAUSE THE TRUCKS ALL USED TO COME THROUGH THERE... THAT WAS THE ONLY STREET THE TRUCKS COULD TRAVEL ON. THE OTHERS WERE JUST DIRT ROADS WHICH THEY'D CHOP INTO PIECES. SO THEY WIDENED IT AND IT WAS QUITE A JOB TO MOVE ALL THOSE STORES BACK, BUT THEY DID IT. Of course there weren't so many stores there at the beginning. Some of them were private residences. YES. Plumas Street was at the end of Live Oak Highway Highway, and that was the only route over to Marysville--Plumas Street to Bridge Street, and then over the Bridge. YES, OVER THE FIFTH STREET BRIDGE. Fifth Street Bridge...yes. AT THE TIME THAT WAS THE ONLY BRIDGE. That was the only bridge across the river at that time. AND WE HAD MANY TIMES PEOPLE DRIVING CATTLE OR SHEEP. THEY DIDN'T HAVE THE BIG TRUCK TRANSPORTS THAT THEY HAVE TODAY, SO THEY WOULD JUST HERD THEM ON FOOT. THEY'D GET IN TOUCH WITH US, AND WE'D STOP THE TRAFFIC ON THE BRIDGE AND LET THE SHEEP GO ACROSS...AND CATTLE THE SAME WAY...SO YOU CAN SEE THERE'S BEEN A BIG IMPROVEMENT IN THE TRANSPORTATION OF LIVESTOCK TODAY. The widening of Plumas Street--about when did that happen? I DON'T RECALL. Well, I can remember some of the private houses along there, and that was in the late twenties and early thirties--late twenties, anyway. YES. THE PLUMAS CAFE WAS ALONG THERE...And Nick Weber's grocery store, the Otis Building.. THURN'S CLOTHING STORE. Thurn's was in the Otis Building. YES---THERE WERE ONLY ABOUT TWO BLOCKS OF BUSINESS BUILDINGS ALONG THERE.

That's correct. Well, I think we've just about covered the subject as far as the Highway Patrol is concerned. As of today, everybody knows it as a State operation, and the County has very little to do with it except to prosecute the violators that they turn in. It's remarkable when we think of our traffic today and how little there was in the beginning when the Highway Patrol was first thought necessary. The reason it was first thought necessary was to protect our roads, and now it's to protect our roads and our people. BACK IN THOSE DAYS, MANY OF THE SHERIFF'S OFFICES ONLY HAD ONE OR TWO DEPUTIES. OUR SHERIFF HAD ONLY ONE DEPUTY. SO WE WERE CALLED IN MANY TIMES--STRIKES, RIOTS IN DIFFERENT PLACES. WE WERE KIND OF A ROVING POLICE FORCE. EVEN WHEN FOLSOM PRISON HAD A BREAK, THEY CALLED US DOWN THERE. AT WESTWOOD, THEY HAD A BIG STRIKE SO THEY SENT ABOUT TWENTY OF US UP THERE, AND WE WERE THERE FOR A WEEK OR TWO UNTIL THINGS CALMED DOWN. WE WERE A POLICE FORCE FOR THE WHOLE STATE. TODAY, NOW, EACH COUNTY HAS ADEQUATE PATROLS, AND THEY DON'T HAVE TO MOVE AROUND LIKE WE USED TO DO. I WENT DOWN TO LOMPOC, DOWN BY SANTA BARBARA, WHEN THEY WERE BUILDING THAT BASE DOWN THERE, AND WAS SUPPOSED TO STAY A MONTH, BUT I HAD TO STAY TWO MONTHS WHILE THEY WERE BUILDING THAT.

WE GOT IN ON IT WHEN THEY RAIDED ALL THE JAPANESE FAMILIES. THERE WAS QUITE A SETTLEMENT OF JAPANESE DOWN THERE. THEY EVEN CALLED US IN TO GO IN THERE AT FOUR O'CLOCK IN THE MORNING AND RAID THE JAPANESE, SO YOU CAN SEE WE HAD QUITE A BIT OF THIS EXPERIENCE. THEY DEPENDED ON US TO GO IN. AND THAT WAS HANDLED BY THE F.B.I.!

You mentioned that the cost of the uniform was paid prior to your taking the examination. Do you remember about how much you're talking about there? Your uniform, your sidearms, and your badge even, I guess. WELL, THE STATE WAS BIG-HEARTED. THEY GAVE US THE BADGE AND THE "FLYING WING" CAP ORNAMENT. THE REST OF IT WE BOUGHT AND IT WOULD RUN --SIDE-ARMS, SAM BROWNE BELT AND ALL, ABOUT ONE HUNDRED AND FIFTY DOLLARS. THAT WAS A LOT OF MONEY AT THAT TIME. Yes. By the way,--OUR SALARY WAS ONE HUNDRED AND SEVENTY-FIVE. So it took a month's pay to get your equipment! Did they have specifications as far as the shoes were concerned too? YES. AND EVERYBODY CARRIED A THIRTY-EIGHT CALIBRE PISTOL. THE REASON FOR THAT OF COURSE IS THAT IF YOU WERE CALLED AS A GROUP AND IT WAS NECESSARY TO USE AMMUNITION THEY COULD BUS IN A CASE OF AMMUNITION AND EVERYBODY WOULD BE SUPPLIED.

IF EVERYBODY HAD A DIFFERENT KIND OF GUN, THERE'D BE TOO MUCH TROUBLE, SO THEY STANDARDIZED ON THE THIRTY-EIGHT SPECIAL, AND I THINK THEY ARE STILL CARRYING THEM.

You mentioned that in the beginning you bought your uniforms. Could you describe them for us? Start from the ground up. What kind of shoes were you wearing? IT WAS OPTIONAL TO WEAR EITHER LACED BOOTS OR LEGGINGS....LEATHER. Puttees. YES. THE PANTS WERE SUNTAN IN COLOR, THE SHIRT WAS FOREST GREEN, AND THE COAT WAS FOREST GREEN. THE CAP WAS SUNTAN WITH A BLACK BILL, AND WE WORE A BLACK BOW TIE. TODAY THEY GO WITH THEIR SHIRT UNBUTTONED-- SHORT SLEEVES, NO CAPS....I DON'T KNOW.... They just don't look "up to snuff" do they? NO, THEY DON'T. They're just no in uniform! NOT IN UNIFORM! YOU NOTICE THAT. I DON'T KNOW IF ANYBODY ELSE DOES, BUT I CERTAINLY DO.

I'm looking at a picture of a Graham-Paige Coupe which was one of the Highway Patrol cars in 1930, and it was pointed out to me that the air-conditioner was a windshield that was elevated a little bit. There were no lights on top of the car (except the spotlight) and the "Red Lights" were affixed to the front fenders. The tires looked like a normal-sized tire, but the wheels all had wooden spokes...WOODEN SPOKES, YES. AND THOSE RED LIGHTS WERE ONLY ABOUT TWO INCHES IN DIAMETER, AND DIDN'T GIVE MUCH OF A WARNING AHEAD WHEN YOU TURNED THEM ON. LATER ON THEY CHANGED THAT...PUT IT UP WHERE THAT SPOTLIGHT IS THERE... THEY PUT A RED LIGHT ON ONE SIDE AND A WHITE LIGHT ON THE OTHER, AND YOU COULD SPOT THAT RED LIGHT, WHICH MADE IT A LOT BETTER. THAT WINDSHIELD JUST LOOSENED...A COUPLE OF BRACKETS THERE... AND YOU PUSHED IT OUT. THAT LET THE AIR COME IN, BUT THAT ALSO LET THE BUGS COME IN. I can't see where the siren is. You did have sirens in those days? Was it under the hood? AT THIS TIME IT WAS UNDER THE HOOD. LATER IT WAS PLACED OUT...RIGHT ON THE FENDER OR DOWN IN FRONT OF THE RADIATOR. MOST OF THEM WERE RIGHT OUT ON THE FENDER...YOU GOT A BETTER PENETRATING SOUND THAN FROM UNDER THE HOOD.

We mentioned the motorcycle before, and the fact that they were all purchased by the State, like the cars are today. Were those safe vehicles for going after a speeding car? OH YES. THAT GRAHAM-PAIDGE THAT WE HAD AND ALL THE OTHER CARS WERE ALL WELL-KEPT. IF A PERSON DRIVING IT FOUND ANYTHING WRONG, THERE WERE NEVER ANY QUESTIONS ASKED. FOR MAJOR THINGS, WE HAD TO DRIVE THEM DOWN TO SACRAMENTO...THEY HAD A BIG SHOP DOWN THERE FOR REPAIRS. FOR MOTORCYCLES, HARLEY-DAVIDSON HAD AN AGENCY DOWN IN SACRAMENTO, AND THEY SENT A MAN AROUND ONCE A MONTH TO THE VARIOUS OFFICES, AND HE CHECKED ALL THE MOTORS...AS TO HOW THEY WERE GOING. IF THERE WAS ANYTHING WRONG HE'D FIX IT. THERE WAS NO QUESTION. THEY KEPT THEM IN GOOD SHAPE. The riding of those motorcycles over the roads that we had---wasn't it a bit scary at times? WELL, IT WAS WORSE THAN SCARY. IF YOU GOT OFF THE PAVEMENT AND ONTO A GRAVEL ROAD, YOU HAD TO BE PRETTY CAREFUL, OR YOU'D BE SKIDDING ALONG ON YOUR SIDE. I THOUGHT THEY WERE VERY DANGEROUS. You wouldn't necessarily approve of them as a means of locomotion? NO. THEY STILL HAVE SOME TODAY, BUT THEY HAVE ALL VOLUNTEERS RIDING THEM AND THEY GET EXTRA PAY. I DON'T KNOW HOW MUCH. A REGULAR OFFICER IS NOT REQUIRED TO RIDE A MOTORCYCLE. ONLY OF HIS OWN FREE WILL. WE HAD NO OPTIONS, BUT FINALLY, BEFORE I LEFT, WE HAD A MEETING AND TRUMAN FARWELL AND I WERE APPOINTED TO MEET WITH THE POWERS THAT BE IN SACRAMENTO. A MEMBER OF THE SENATE, BILL RICH, WAS ON THE COMMITTEE. WE WANTED TO HAVE AUTOMOBILES INSTEAD OF MOTORCYCLES. HERE IN HILLY COUNTRY, AT AN ACCIDENT, YOU COULDN'T PICK ANYBODY UP AND TAKE HIM IN TO TOWN FOR HELP. IF YOU STOPPED A DRUNK DRIVER YOU COULDN'T BRING HIM IN, YOU'D HAVE TO DEPEND ON SOMEBODY ELSE COMING ALONG, AND ASKING THEM TO DRIVE THE CAR, WHICH WASN'T A VERY GOOD IDEA. SO WE WERE HAVING A PRETTY GOOD ARGUMENT WITH THEM DOWN THERE. BILL RICH WAS A PRETTY LEVELHEADED SENATOR, (YOU PROBABLY REMEMBER HIM) AND IT WASN'T LONG UNTIL THEY CAME AND GOT OUR MOTORCYCLES AND WE HAD AUTOMOBILES. AND I'LL NEVER FORGET, WHEN WE HAD MOTORCYCLES, I ALWAYS KEPT MY MOTORCYCLE CLEAN AND NICE. IF I HAD TO RIDE IT, I MIGHT AS WELL KEEP IT IN GOOD SHAPE. AND I CAN STILL SEE IT AS THEY PULLED AWAY AND LEFT. I SAID "GOOD BYE. I HOPE I NEVER RIDE ANOTHER ONE OF THOSE FOR THE REST OF MY LIFE". AND I HAVE NEVER BEEN ON ONE SINCE THEN AND DON'T INTEND TO! THAT'S WHAT I THINK OF MOTORCYCLES.



A LOT OF FUNNY THINGS COME UP...LIKE YOU SAID SOME OF THIS CAN BE EDITED OUT...BUT I'LL NEVER FORGET ONE TIME OUT WHERE THE COLUSA HIGHWAY PASSED THE UNION LUMBER COMPANY. I HAD JUST COME IN FROM HIGHWAY 20, AND THERE'S SORT OF AN "S" TURN THERE BY THE LUMBER COMPANY, AND I DIDN'T NOTICE IT AND DIDN'T SEE IT, BUT THE FIRST THING I KNEW I WAS IN A PATCH OF OIL. THAT MOTORCYCLE WENT OUT FROM UNDER ME, AND I. MOTORCYCLE AND ALL, SKIDDED ABOUT TWENTY FEET. I FOUND OUT LATER THAT THE STANDARD OIL TRUCK HAD GONE THERE AND ONE OF ITS FIVE GALLON CANS HAD TURNED OVER AND IT SPRAYED OIL ON THE PAVEMENT. I REMEMBER WHEN I GOT UP, I SAW A GUY IN A MODEL T FORD TRUCK. ON THE NORTHSIDE OF THE HIGHWAY THERE WAS A PEACH ORCHARD ABOUT TWO OR THREE FEET HIGHER THAN THE STREET. WHEN HE HIT THAT OIL THAT OLD MODEL T JUST SPUN AROUND AND THE NEXT THING HE KNEW HE WAS OUT IN THE MIDDLE OF THAT PEACH ORCHARD. IT WAS JUST THAT SLIPPERY! I THINK HIS NAME WAS COPELAND. WELL, WE COULD GO ON AND ON WITH SUCH THINGS. I REMEMBER A NEGRO ONE TIME STOLE A CAR AT CAMP BEALE. ROGER WILLIAMS AND I WERE SITTING OUT THERE AT THE D STREET BRIDGE ( BEFORE THERE WAS AN E STREET BRIDGE) WATCHING THE TRAFFIC AND SUDDENLY HERE COMES A CAR..IF IT WAS DOING A MILE IT WAS DOING SEVENTY... A GOVERNMENT CAR THAT OLIVE GREEN COLOR. WE TOOK OUT AFTER THAT FELLOW AND WENT DOWN TO OSTROM STATION, AND TURNED ON THAT ROAD THAT WENT TO OSTROM....IT WAS A DIRT ROAD AND HE TURNED OFF HIS LIGHTS. DUST WAS COMING UP ALL OVER. WE HAD A PRACTICALLY NEW CHRYSLER AUTOMOBILE. SOMEBODY HAD DUG A DITCH ACROSS THAT ROAD TO DRAIN WATER. WE DIDN'T SEE IT AND HIT HARD, AWFULLY HARD...BUT HE KEPT RIGHT ON GOING. THE AUTOMOBILE WE WERE CHASING SWUNG BACK AND TURNED BACK ON SOUTH BEALE ROAD, AND HIT THAT HIGHWAY AGAIN AND CAME BACK TOWARDS MARYSVILLE, AND WE WERE AFTER HIM WITH THE RED LIGHTS AND EVERYTHING ON. AS WE GOT ALONGSIDE HIM HE KIND OF FORCED US OFF THE ROAD. BACK INTO MARYSVILLE...YOU'LL REMEMBER THE STATE THEATER WAS THERE...AND KING'S FURNITURE STORE... HE ALMOST TURNED OVER THERE, BUT FINALLY RIGHTED HIMSELF, AND HEADED UP OVER "C" STREET TO 3RD AND FROM THERE TO "D" STREET. I CALLED ON THE RADIO TO THE MARYSVILLE POLICE TO HEAD HIM OFF TO KEEP HIM FROM GOING BACK DOWN AND ACROSS THE BRIDGE AGAIN. WELL HE CUT BACK DOWN THERE, BUT THEY MIGHT JUST AS WELL HAVE HAD A BAG OF AIR THERE. HE DIDN'T STOP FOR ANYTHING. HE WENT RIGHT THROUGH THEM AND BACK ACROSS THE BRIDGE AGAIN...AND OUT TO CAMP BEALE! ALL OF US GOING WIDE OPEN, RED LIGHTS AND SIRENS BLASTING. WE RADIOED AHEAD TO CAMP BEALE TO HAVE A BARRICADE THERE AT THE GATE.

WELL, I'D HAVE THOUGHT THEY'D PUT UP A BARRICADE OF TRUCKS OR SOMETHING, BUT THEY TRIED A BARRICADE OF MANPOWER, AND HE WENT ZOOMING RIGHT THROUGH, SO THAT THEY HAD TO RUN TO GET OUT OF HIS WAY. ONE OF THEM TOOK A SHOT AT A BACK WHEEL WITH HIS SHOTGUN. WE GOT UP TO THE NEXT INTERSECTION AND HE TRIED TO TURN UP TOWARD THE HOSPITAL. WHEN HE MADE THAT TURN THE TIRE HAD GONE FLAT AND HE TURNED RIGHT OVER UPSIDE DOWN. WE JUMPED OUT AND RAN OVER AND THE WHEELS WERE STILL SPINNING WHEN WE GOT THERE. I OPENED THE DOOR AND LOOKED IN. THIS COLORED BOY WAS IN THERE AND BELIEVE IT OR NOT, HE WAS STILL HOLDING ON TO THAT WHEEL.... HIS HEAD WAS DOWN AND HIS SEAT UP IN THE AIR. WELL, NO USE GOING ON ABOUT ALL THESE AFFAIRS AND EXPERIENCES. YOU DON'T WANT ALL THAT.

Oh, it's interesting and it's local color! YES!

LATER ON WE HAD M.P.'S RIDING WITH US. THEY TOOK CARE OF ALL THE MILITARY PERSONNEL THAT MIGHT GET INTO TROUBLE. THEY TURNED OUT TO BE VERY FINE FELLOWS. THERE WERE ONLY TWO OF US WORKING NIGHTS TOGETHER....TWO OFFICERS OF THE HIGHWAY PATROL, AND WE GOT ALONG SO WELL WE THOUGHT WE WOULD HAVE THREE.

ONE NIGHT THIS MILITARY MAN AND I WERE PATROLLING WHEN WE GOT A CALL TO GET DOWN BELOW CENTRAL GAITHER....THAT THERE WAS AN ACCIDENT DOWN THERE, AND THEY WANTED US TO INVESTIGATE. WHEN WE GOT THERE, A BIG RICE TRUCK....DUAL TRAILERS THAT CARRY THE BULK RICE....SIDESWIPE A TRUCK LOADED WITH COLORED BOYS FROM CAMP BEALE.....TWENTY ONE OF THEM IN THERE. NINE OF THEM WERE DEAD AND TWELVE INJURED. THEY WERE JUST LYING THERE. NOT A SOUND, NOT A MOAN, NOTHING, AND YOU COULDN'T TELL WHETHER THEY WERE ALIVE OR DEAD UNTIL YOU PUT A FLASHLIGHT ON THEM. WE COUNTED THEM AND WENT BACK TO THE PATROL CAR AND CALLED IN AND TOLD THEM TO SEND AMBULANCES FROM BEALE DOWN THERE. IT TOOK QUITE A WHILE TO CLEAN ALL THAT UP. IT WAS A YOUNG MEXICAN DRIVING THE TRUCK. THEY'D BEEN DOWN PICKING TOMATOES. HE WAS ON THE RIGHT SIDE OF THE ROAD.

THE RICE TRUCK DRIVER WAS THREE FEET ACROSS THE LINE. WE NEVER KNEW HOW COME. PERHAPS THE LIGHTS BLINDED HIM. THE LITTLE MEXICAN DRIVER DIDN'T HAVE A DRIVER'S LICENSE. THE RICE TRUCK CONTINUED ON....HE COULDN'T STOP RIGHT AWAY. THE MEXICAN THOUGHT HE WAS TRYING TO GET AWAY SO HE RAN AFTER HIM. WHEN HE FINALLY STOPPED AND GOT OUT THE MEXICAN JUMPED IN AND GOT THE KEY OUT OF THE RICE TRUCK. BY THAT TIME A LOT OF PEOPLE HAD CONGREGATED AND HE FELT THERE WAS NO USE GOING BACK SINCE HE COULDN'T DO ANYTHING. HE WENT DOWN TO HEADQUARTERS IN THE TOMATO FIELD TO REPORT IT IN BUT THE BOSS WASN'T THERE. I FOUND OUT AT THE CAMP THAT HIS MOTHER LIVED IN SACRAMENTO. WE WENT DOWN THERE, PICKED UP A SACRAMENTO POLICE OFFICER AND TOLD HIM WHAT IT WAS ALL ABOUT AND WENT TO THIS PLACE. THIS VERY NICE MEXICAN LADY CAME TO THE DOOR AND I ASKED HER IF HER SON WAS THERE. SHE WOULDN'T SAY ONE WAY OR THE OTHER, BUT THAT SEEMED A TACIT CONFESSION, SO I SAID "EXCUSE ME....WHERE IS HIS BEDROOM?" SHE POINTED IT OUT AND I WENT DOWN AND THERE HE WAS. HE WAS IN BED AND SCARED TO DEATH. SO HE GOT UP AND DRESSED AND TO MAKE A LONG STORY SHORT, WE TOOK HIM IN. THE DISTRICT ATTORNEY PROSECUTED HIM AND SENT HIM TO SAN QUENTIN. BUT IN MY OPINION THEY SHOULD NEVER HAVE CONVICTED HIM. THE PRISON OFFICIALS SENT A LETTER TO THE SHERIFF, DICK KIMERER AT THAT TIME, AND THEY WANTED ONE FROM THE ARRESTING OFFICERS. WE BOTH WROTE AND TOLD THEM THAT IN OUR OPINION THIS MAN WAS NOT GUILTY AND SHOULD NEVER HAVE BEEN PROSECUTED AND SENT TO PRISON. I DON'T KNOW HOW LONG HE STAYED IN THERE. AFTER I LEFT THE PATROL AND ENTERED THE TREASURER'S OFFICE THE INSURANCE COMPANIES HAD A BATTLE AS TO WHO WAS GOING TO PAY WHAT. THEY SUBPOENAED ME TO GO DOWN THERE AND I BACKED MY REPORT. I TESTIFIED THERE FOR A DAY AND A HALF, AND FINALLY THE ATTORNEY FOR THE DEFENSE ASKED THE JUDGE FOR A RECESS. WE TALKED IT OVER AND HE SAID "IF I HAD SEEN YOUR REPORT AND TALKED TO YOU, WE'D HAVE NEVER COME TO COURT!" HE THEN ASKED THAT THE CASE BE DISMISSED AND PAID ALL THE DAMAGES.

IMAGINE GOING DOWN THERE AND FINDING ALL THOSE FELLOWS, TWENTY ONE OF THEM LYING THERE! They had been out picking tomatoes and were being hauled back to Beale? YES. By a farmer's truck? YES. And the little Mexican boy was driving the truck? WITHOUT A DRIVER'S LICENSE. That's normal. HE WAS ON THE RIGHT SIDE OF THE ROAD, BUT LOST CONTROL. Justice is not always fair. IT'S NOT ALWAYS FAIR NO.

Hanny, some of these pictures that you have here, we would like to take copies of them. WELL, YOU'RE CERTAINLY WELCOME TO TAKE THEM. THIS MP AND I WERE PATROLLING ALONG ONE NIGHT, AND IT CAME OVER THE RADIO THAT THERE'D BEEN A HOLDUP IN YUBA CITY WITH CULPRITS HEADED TOWARDS MARYSVILLE, BE ON THE LOOKOUT FOR THIS CAR. SO WE CAME ALONG THERE WHERE "CANARY COTTAGE" USED TO BE AND THE RADIO REPORTED IT HAD BEEN SPOTTED OUT IN A PEACH FIELD OUT BY CANARY COTTAGE. WE STOPPED RIGHT THERE. WE CARRIED SHOTGUNS OF THE OLD TYPE. WE GOT OUT OF THE CAR AND I GAVE ZIG THE SHOTGUN AND SAID, "YOU KNOW HOW TO LOAD THIS DON'T YOU?" HE SAID "YES." SO I SAID "ALL I WANT YOU TO DO IS JUST FOLLOW ME AND KEEP ME COVERED." SO WE WENT OUT AND CAUGHT THE FELLOW, BROUGHT HIM IN, AND LOCKED HIM UP. THEN, GOING OUT THE LIVE OAK HIGHWAY HE SAYS TO ME "HANLON, I'VE GOT TO CONFESS. HOW IN THE HELL DO YOU LOAD THIS GUN?"

But at least he played his part well! During this time we were talking about, when Camp Beale was an Army Base, they furnished help for patrols because of the shortage of Highway Patrolmen? NO, NOT THAT. THEY WERE THE MP DIVISION. THEY SENT TWO MEN IN TO THE POLICE DEPARTMENT EVERY NIGHT AND TWO MEN TO THE SHERIFF'S OFFICE, AND ONE FOR US. JUST TO TAKE CARE OF THE MILITARY PERSONNEL. IF THEY WERE DRUNK OR SOMETHING, THEY WOULD TAKE CARE OF THEM. IF WE HAD A CALL ON A MAN, THEY WOULD COME AND GET HIM AND WE WOULDN'T HAVE TO BOTHER ABOUT IT. IT MADE IT PRETTY GOOD. A smoother relationship. YES. RANDY I COULD RUN ON HERE ALL DAY BUT I GUESS WE'D BETTER SHUT IT OFF.

Transcribed 2/4/86 by D.H. Gruening



## GLEANINGS

From Marysville Daily Appeal      January 1887

### WHAT IS A GIRL TO DO?

Daughter why don't you get married  
Don't get beyond your day  
And grow old and thin with a pointed chin  
While the sun is out make hay.

Why Pa I am perfectly willing  
But what is a girl to do?  
How was it when you got married?  
Did Ma pop the question to you?

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### PRIVATE SCHOOL

Miss Jane Jones has opened her private school at the corner of E and seventh streets. Careful attention given to the training of youthful minds.

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### AUCTION SALE

W. C. Shaffer, auctioneer, will sell on  
Monday, January 10, 1887 at 1 o'clock on the premises situated 8 miles west of Yuba City, adjoining the Brittan & Hawley, 92 acres of land; about 2 acres of this land is level and has a good house and barn on it, a well of good water; a hen house, together with all other necessary improvements; the balance of the land is good pasture land; 25 acres can be farmed to grain if desired; it lies at the foot of the Buttes and is good and healthy location and will make a nice home for some poor family, the neighbors are well-to-do and no better can be found in Sutter County. It is only 2 minute walk to school and church.  
It will be sold on the following easy terms: One third down, one third in one year, and one third in two years with ten per cent per annum secured by mortgage on the premises: ten per cent of purchase money to be paid the auctioneer on day of sale, balance as above stated on delivery of good warrantee deed.

SHAMBERGER

BOATSMAN

MILLER

NORWOOD

McFARLANE

BROWN

WILLIAMS

WEMPLE

