

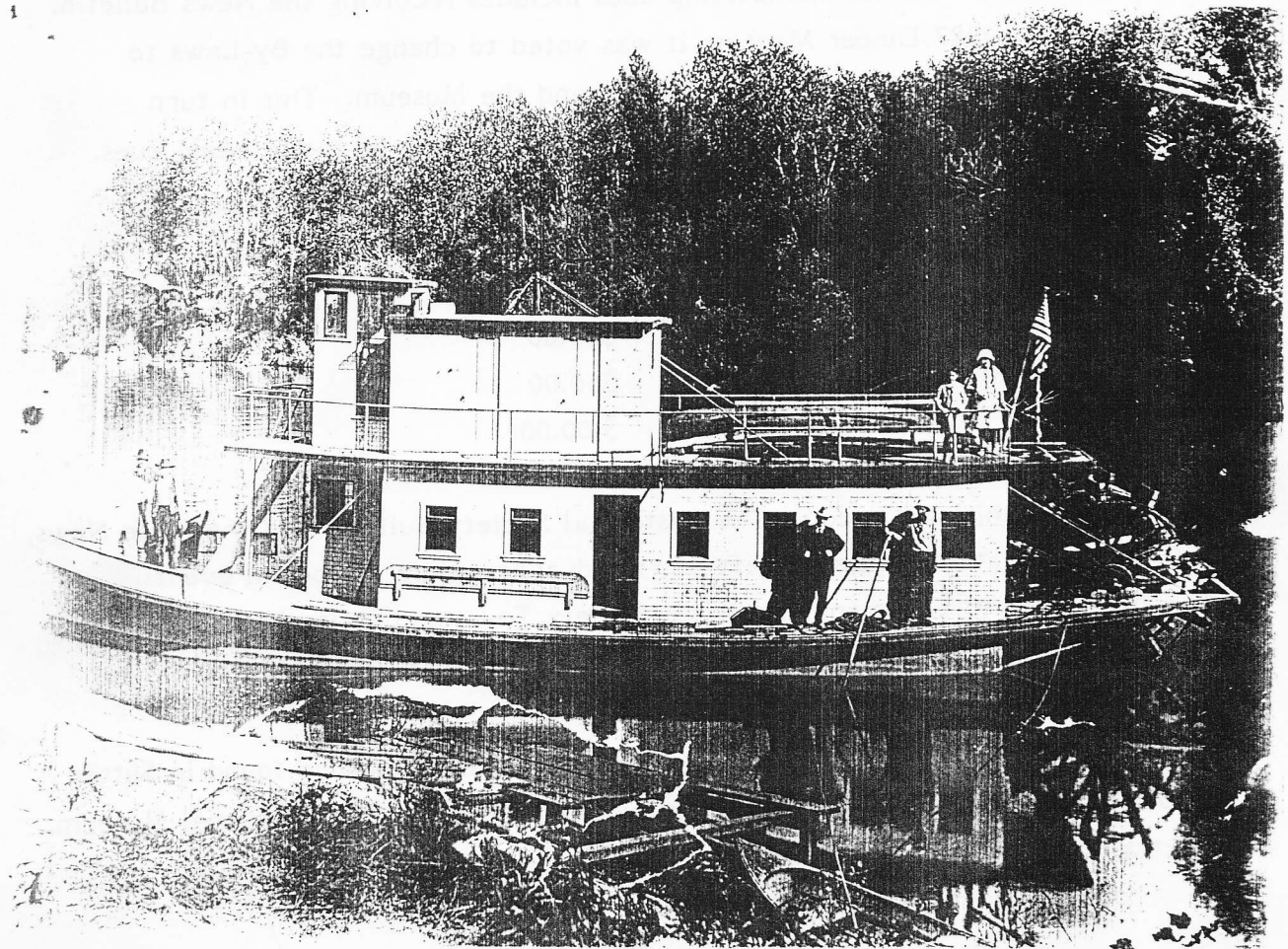
# SUTTER COUNTY HISTORICAL SOCIETY

## NEWS BULLETIN

Vol. XXVII No. 4

Yuba City, California

October 1987



PADDLE WHEEL ON THE FEATHER

# SUTTER COUNTY HISTORICAL SOCIETY

## NEWS BULLETIN

### OFFICERS OF THE SOCIETY

Edward Eden, President

Elaine Tarke, Vice President

Constance Cary, Secretary

Wanda Rankin, Treasurer

### DIRECTORS

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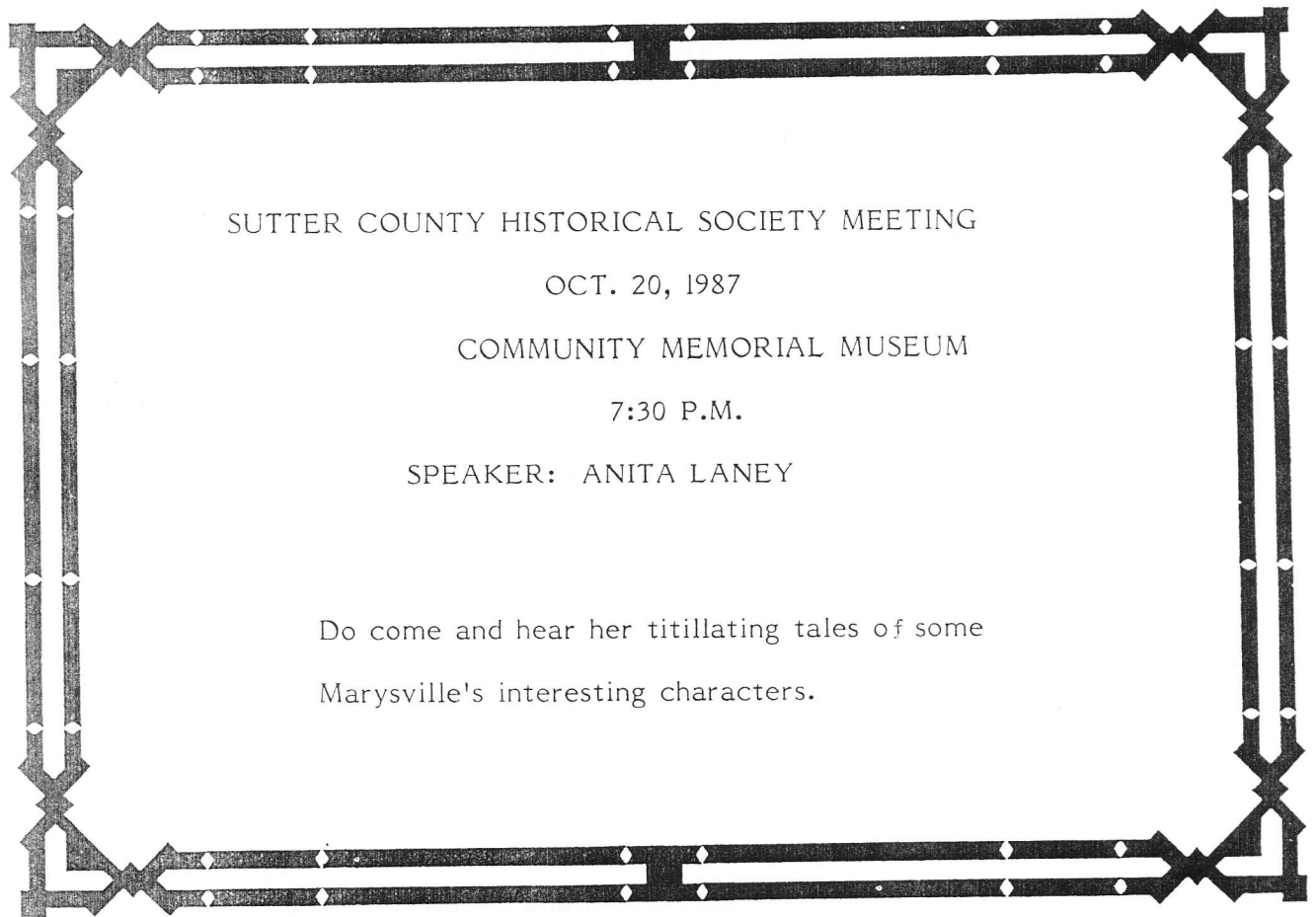
The News Bulletin is published quarterly by the Society at Yuba City, California. The annual membership dues includes receiving the News Bulletin. At the April 1987 Dinner Meeting it was voted to change the By-Laws to combine the memberships of the Society and the Museum. This in turn requires raising the dues of the Society to the amount of the Museum dues. The 1988 dues schedule will be:

Student/Senior Citizen, Library	\$7.50
Individual	\$15.00
Family	\$25.00
Business	\$50.00
Sponsor	\$100.00
Corporate/Benefactor	\$1,000.00

The membership will receive The Historical Society Bulletin and the Muse News, 10% discount at the Museum Gift Store, advance notice of special events such as Museum Galas and Historical Society Tours and invitations to exhibit openings.

Dues will be due as of January 1, 1988.

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.



SUTTER COUNTY HISTORICAL SOCIETY MEETING

OCT. 20, 1987

COMMUNITY MEMORIAL MUSEUM

7:30 P.M.

SPEAKER: ANITA LANEY

Do come and hear her titillating tales of some  
Marysville's interesting characters.

PLEASE NOTE THE 1988 DUES SCHEDULE ON THE INSIDE OF THE FRONT  
COVER. DUES ARE DUE JANUARY 1st OF EACH YEAR. IT DOES MAKE  
THE TREASURER'S JOB EASIER TO NOT HAVE TO SEND REMINDERS AND  
ALSO SAVES MONEY FOR THE SOCIETY.

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TO ALL OF YOU WHO DIDN'T TAKE OUR TOUR OF THE SACRAMENTO  
HISTORY CENTER AND THE RAILROAD MUSEUM YOU REALLY MISSED  
A LOVELY DAY AND EXPERIENCE. I DO HOPE YOU WILL TAKE THE  
TIME TO DO THE TOUR ON YOUR OWN.

## Director's Report

Autumn, to many people, means the end of summer fun, leaves changing color and dying, everyone going back to the same old routine. To the staff and volunteers at the Museum, autumn means taking a deep breath and plunging into new adventures. Our most exciting adventure has been the arrival of the Museum cookbook, Yesterday and Today. So far the response to the book has been overwhelming and very gratifying. With its blend of old and new recipes and hints, the cookbook is enjoying a very widespread popularity that is sure to make it a number one best seller at Christmas time.

Accompanying the cookbook is a brand new exhibit on the culinary history of Sutter and Yuba counties. The exhibit includes a culinary timeline highlighting both national and local movements in cooking, and offers a glimpse of unique and, sometimes, seemingly indigestible recipes from the past. An especially interesting part of the exhibit is a photo album, loaned to the Museum by the Sutter County Library. In the album are photographs made from glass plate negatives that were used in a 1920s pamphlet on Sutter County. The photos are fascinating, and we are indebted to the library for its kindness in loaning them to us.

Other adventures about to begin at the Museum include Christmas ornament workshops (one a month until December) to decorate the Museum Christmas tree. This year the theme of the tree is "A Heartfelt Christmas" emphasizing a country motif. All of this industrious ornament making is, of course, leading up to the Museum's annual Trees & Traditions Christmas Gala to be held on Saturday, December 12, from 5:00 to 8:00 P.M. Tickets this year will be \$17.50 per person and may be purchased from a Museum Commissioner or at the Museum.

In its second year as a "new" tradition is the Museum's Christmas Open House scheduled for Monday, December 21. Hot cider and cookies will be served throughout the day, with a special children's story hour at 1:00 P.M. Open house is an adventure of the quieter variety, but a lovely tradition that adds to the holiday season.

In January, the Museum and the Historical Society will be embarking on a brand new adventure when we merge the two memberships. As we work out the bugs in this new system, we hope that you will be patient with us. Until then, happy (adventurous) holidays!



# MEMORIALS TO THE TRUST FUND & AG BUILDING FUND

Joseph Benatar & Staff	In memory of Irene Hewitt
Joseph Benatar & Staff	In memory of Francis T. Comarsh
Fred & Helen Covell	In memory of Rollin Banta
Frances G. King	In memory of Joe Gruenthal
Edwina A. Atterbury & James & Virginia McElroy	In memory of Frances Benham
Suzanne Reynolds	In memory of Edith Fremd
Olive E. Page	In memory of William Ellis Donaldson
Peggy & Bob Burns & Elmer Miller	In memory of William Ellis Donaldson
Georgia & Bill Erich	In memory of Ellis Donaldson
M/M Robert W. Fremd	In memory of Ulysses S. Frye
Suzanne Reynolds	In memory of U.E. Frye
Mary Carnegie	In memory of Ulysses Frye
M/M Chris Chandler & M/M Roger Chandler	In memory of Ulysses Frye
Fred & Helen Covell	In memory of Ulysses Frye
Esther Fortna	In memory of Ulysses Frye
M/M Ross Madden	In memory of Marden Poole
M/M Ross Madden	In memory of Ulysses Frye
Louis, Betty & Frederick Tarke	In memory of Ulysses E. Frye
M/M George Post	In memory of Ulysses Frye
Jim & Alberta Gilpatric	In memory of U.E. Frye
M/M Robert B. Scott & Family	In memory of Ulysses E. Frye
Lena & Ray Frye, Carol Rae & Jon Hoffman	In memory of Ulysses Frye
M/M Joe Benatar	In memory of Ulysses E. Frye
Richard & Elaine Tarke & Family	In memory of Ulysses Frye
Burwell & Loretta Ullrey	In memory of Ray M. Carrothers
Virginia Pierce	In memory of U.E. Frye
Louis & Betty Tarke	In memory of William E. Donaldson
Bud & Carmen Frye	In memory of U.E. Frye
Bud & Carmen Frye	In memory of Roger Hensley
Bud & Carmen Frye	In memory of William Donaldson
Mrs. Philip Holmes	In memory of Fred Rolufs
Grover & Meriel Davis	In memory of Ulysses Frye
Dan Hewitt	In memory of Harold S. McNally Sr.
M/M Jim Justeson	In memory of Harold McNally

Norma Justeson	In memory of Harold McNally
Betty Lou Goodman	In memory of Harold McNally
Ron & Mary Ann Gribbett	In memory of Harold McNally
Mrs. Amanda Hale	In memory of Harold McNally
Norman & Loadel Piner	In memory of Ulysses E. Frye
Norman & Loadel Piner	In memory of Harold S. McNally
Norman & Loadel Piner	In memory of Hazel McRae
Vivian & Donald Hills	In memory of Harold McNally
M/M David T. Powell Jr. & Mrs. David Powell Sr.	In memory of Harold McNally
Adah R. Borchert	In memory of Harold S. McNally
Wanda Rankin	In memory of Warren Thornton
John & Connie Cary	In memory of Loretta Casebolt
Hap & Marie Campbell	In memory of Bruce Dallas
Mr & Mrs Gerald Allen	In memory of W. Logan Sears
Fred & Helen Covell	In memory of Logan Sears
Mr & Mrs H. E. Edmonds	In memory of Robert Verne McPherrin
Mr & Mrs Larry Harris	In memory of William E. Donaldson
Walter & Jane Ullrey	In memory of Ray Carrothers
Walter & Jane Ullrey	In memory of J. C. Duggins
Mr & Mrs Gerald F. Allen	In memory of U. E. Frye
Dick & Bee Brandt	In memory of U. E. Frye
Walt & Celia Ettl	In memory of U. E. Frye
John & Connie Cary	In memory of Henry R. Spoto
Mr & Mrs Robert E. Randolph	In memory of Ulysses E. Frye
Wanda Rankin	In memory of Harold S. McNally
Caroline S. Ringler	In memory of Harold S. McNally
Mr & Mrs Gerald Allen	In memory of H. S. McNally
Hap & Marie Campbell	In memory of Juanita Boggess
Mr & Mrs R. A. Schnabel	In memory of Hanry Spoto Sr.
R. A. Schnabel	In memory of Alvin R. Aaronson
Jack & Helen Heenan	In memory of Harold S. McNally Sr.
Jessamine Powell	In memory of Harold S. McNally Sr.
Bee & Dick Brandt	In memory of Robert Bryant
Mr & Mrs James Clark	In memory of Bill Greene
Wanda Rankin	In memory of Bill Greene
Mr & Mrs John Cary	In memory of W. A. Greene Jr.
Mrs Elmer C. Smith	In memory of William A. Greene

Mr & Mrs Ken Onstott  
Nina B. Johnston  
Mr & Mrs Gerald F. Allen  
D. H. Gruening  
Mr & Mrs Edward L. Miller  
Caroline S. Ringler  
Kathleen & Joseph Ruzich  
Howard Mayfield  
Bee & Dick Brandt  
Mrs Myrtle Newcomb  
Orlin & Johanna Schuler  
Walt & Celia Ettl  
Mr & Mrs Duane Pangle  
Ray & Lena Frye  
Roy & Estelle Welch  
Mrs. Bess Harmon  
Dan & Jean Jacuzzi  
R.E. & Lucille Berry  
Mary Gillis  
Vincent & Dorothy Lo Forte  
Mr. & Mrs. Gerald A. Frye  
Bill & Melanie Forderhase

In memory of Wm. A. Greene  
In memory of William A. Greene Jr.  
In memory of Wm. A. Greene Jr.  
In memory of William A. Greene Jr.  
In memory of William Greene Jr.  
In memory of Wm. A. Greene Jr.  
In memory of Bill Greene  
In memory of Ray Lay  
In memory of William Greene  
In memory of William A. Greene Jr.  
In memory of Bill Greene Jr.  
In memory of William Greene  
Outright Gift  
In memory of Wm. Greene  
In memory of Bill Greene Jr.  
In memory of Wm. Greene  
In memory of Harold McNally  
In memory of Lois Dempster  
In memory of Horace "Swede" Haraughty  
In memory of Harold McNally  
In memory of Donald R. Anderson  
In memory of Harold McNally

# Newcomb News

SUNDAY JULY 19, 1987

DEAR RANDY & SHIRLEY:

I KEEP SAYING THAT I DON'T HAVE ANYTHING MORE TO WRITE ABOUT, WHEN OUT OF THE BLUE COMES AN IDEA LIKE THIS LATEST ONE ABOUT SKIING. IN 1982, AFTER READING AN ARTICLE ABOUT WENDELL ROBIE IN THE SACRAMENTO BEE, I WROTE TO HIM AND HE IMMEDIATELY CALLED ME TO SAY HOW GLAD HE WAS TO HEAR FROM ME AFTER ALL OF THOSE YEARS. I SENT HIM MY MINNESOTA AND YUBACITY STORIES, WHICH HE ENJOYED VERY MUCH AND PASSED THEM ON TO STUART FOSTER, PRESIDENT OF HEART FEDERAL IN AUBURN. HE, TOO, CALLED ME, AND BOTH OF THEM WROTE TO ME. (WENDELL WAS THE FOUNDER OF HEART FEDERAL.) AS I WAS WRITING THIS SKI STORY, I DECIDED THAT MR. FOSTER SHOULD BE THE FIRST ONE TO RECEIVE A COPY AND THE ENCLOSED LETTER CAME WHICH MADE ME FEEL PRETTY GOOD. HE WAS SO NICE TO SEND ME THE WRITEUPS ABOUT WENDELL'S PASSING AWAY IN 1984. I WAS SO GLAD THAT WE HAD THE CHANCE TO RENEW OLD ACQUAINTANCES, AT LEAST FOR A COUPLE OF YEARS.

I HAVE RECEIVED MANY FAVORABLE RESPONSES FROM THE ONES WHO HAVE READ IT AND SOME ARE PASSING THEM ON TO OTHERS, AND I FEEL HONORED WHEN SOMEONE FEELS THEY ARE WORTHY OF SHARING. MY NORWEGIAN FRIENDS IN THE SONS OF NORWAY LODGE HAVE ENJOYED THE STORY.

MY LIFE SEEMS TO BE GETTING MORE EXCITING WITH EACH PASSING YEAR. I HAD A WONDERFUL 85TH BIRTHDAY PARTY IN MAY AND AM STILL DOING ALL OF THE THINGS WHICH I'VE BEEN DOING. I JUST FINISHED AN HOUR TAPE OF OLD RAGTIME MUSIC, INCLUDING "MAPLE LEAF RAG", "THE ENTERTAINER", ETC. I CALL IT "MYRT'S BAGFUL OF RAGS" RECORDED AT 85. SOME OF MY FRIENDS NOW CALL ME "NIMBLE FINGERS NEWCOMB", AND I'M SO GLAD MY FINGERS CAN STILL PLAY THOSE PIECES - I DO THEM ON THE PIANO WHICH HAS BEEN WONDERFUL FINGER THERAPY FOR ME.

#2

I AM STILL DOING NEEDLEWORK - THE ENCLOSED POCKET PLAQUE IS THE LATEST. IT IS FOR LETTERS, BILLS, RECIPES, OR WHATEVER. MY NEIGHBOR BROUGHT ME ONE FROM EXPO 86 FROM THE KOREAN BOOTH - IT IS IN BRIGHT COLORED SILKS, BUT GAVE ME THE IDEA. SO FAR, I HAVE MADE OVER FORTY OF THEM TO GIVE AWAY. I THINK THE ONLY THING WHICH I SENT TO YOU WAS THE ROOSTER POTHOLDER AND HE MUST BE WORN OUT BY NOW.

MY APPLE TREE WAS OVERLOADED THIS YEAR SO I HAVE BEEN BUSY MAKING APPLESAUCE FOR THE FREEZER. I ALSO HAD A FEW APRICOTS AND AM NOW GETTING FREESTONES FROM FRIENDS, SO FOR THE FIRST TIME IN THREE YEARS MY FREEZER IS FILLING UP.

ALSO, I AM GETTING MY EXERCISE DOING EASY THINGS OUT IN THE YARD BUT I DO KNOW WHEN TO QUIT! I REALLY ENJOY JUST BEING OUTDOORS.

IT WAS NICE TO HAVE A CHAT WITH YOU, SHIRLEY, AND I DO HOPE YOU WILL WRITE YOUR FAMILY STORY AS I FEEL THE BULLETIN NEEDS THAT TYPE OF HISTORY. GET TO WORK, RANDY!

YOU HAVE BOTH BEEN SO KIND TO ENCOURAGE ME TO KEEP ON WRITING AND YOU FIRST INSPIRED ME TO WRITE ABOUT YUBA CITY. THAT ONE IS STILL MAKING THE ROUNDS AND BEING ENJOYED.

MY NEPHEW, BILL CLEVELAND AND WIFE, STARTED MY BIRTHDAY WEEK BY COMING ON SUNDAY WITH EVERYTHING FOR A CHAMPAGNE BRUNCH. I HAD JUST FINISHED MY SKI STORY SO HE OFFERED TO TAKE MY MASTER COPY AND MADE 24 COPIES FOR ME, WHICH I REALLY APPRECIATED. THEY LIVE IN SACRAMENTO.

NINA WAS THE ONE WHO PLANNED MY BIRTHDAY PARTY AT THE LEMON TREE AND HAD EVEN CONTACTED MY NIECE IN MEADOW VISTA AND SHE WAS THE BIGGEST SURPRISE. SHE IS LUELLA'S DAUGHTER AND COMES DOWN FOR A VISIT QUITE OFTEN. I HAVE INSPIRED HER 13-YEAR OLD GRANDSON TO PLAY RAGTIME - HE WANTS TO PLAY LIKE ME! I PLAYED THE TWO WHICH I MENTIONED AND HE SAID, "WOW!" WHEN I FINISHED. DONICA BOUGHT HIM A SCOTT JOPLIN BOOK ON THEIR WAY HOME.

ALL FOR NOW - HOPE TO SEE YOU SOON.

*Mary*

**HEART FEDERAL**  
SAVINGS & LOAN

Stuart R. Foster  
President

March 26, 1987

Mrs. Myrtle Newcomb  
P.O. Box 144  
Yuba City, CA 95991

Dear Mrs. Newcomb:

It was really a pleasure to have heard from you again. Your writing is wonderful and I appreciate having the opportunity to share your remembrances.

Wendell would have been very proud of your skiing story! The events that you relate were all so special to him and you have truly captured the spirit and excitement of the early days of California skiing. It makes me somewhat envious that I wasn't "around yet" to be able to participate in those landmark events.

I enjoyed reading "Memory Lane." Through your thoughts, remembrances and philosophies, it's evident that you do "enjoy living each day to its fullest" and we're all fortunate that you have shared your joy in life with others. I'm returning your articles to you but have kept photocopies here as your stories are important records that I'll enjoy reading again in the future.

Thanks for sharing your stories with me and I hope to hear from you soon.

Sincerely,

HEART FEDERAL SAVINGS  
AND LOAN ASSOCIATION



Stuart R. Foster  
President

SRF:kh

P.O. Box 5110  
Auburn, CA 95604

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(800) 421-7283



## SNOW SKIING IN MY LIFETIME

THE HISTORY OF SKIING IS A FASCINATING ONE AND ITS EVOLUTION THROUGH THE YEARS IN THIS COUNTRY HAS BEEN UNBELIEVABLE. NORWEGIANS MAY HAVE BEEN AMONG THE FIRST TO USE SKIS IN NORWAY OUT OF NECESSITY AND BROUGHT THE IDEA OF SKIING FOR PLEASURE TO THIS COUNTRY.

BEING OF NORWEGIAN DESCENT, SKIING COMES NATURALLY, AND I HAVE BEEN FORTUNATE TO HAVE LIVED TO SEE MANY DIFFERENT TRENDS. MY FATHER EMIGRATED TO THIS COUNTRY FROM STAVANGER, NORWAY, IN 1881, AND MY MOTHER'S PARENTS FROM TELEMARLEN IN 1867.

I WAS RAISED IN NORTH DAKOTA AND MINNESOTA. WE LIVED THE LONGEST IN THE EARLY 1900s ON A FARM NEAR THE SMALL TOWN OF VIKING IN THE NORTHWESTERN PART OF MINNESOTA. OUR WINTERS WERE VERY SEVERE WITH HEAVY SNOWFALLS. WE LIVED TWO MILES FROM TOWN WHERE OUR LITTLE ONE-ROOM SCHOOLHOUSE WAS LOCATED. MY BROTHER, SISTER AND I SPENT THE LAST SIX YEARS OF GRAMMAR SCHOOL THERE.

IT WAS NECESSARY FOR US TO GET THERE ON SKIS. OUR VERY FIRST ONES WERE BARREL STAVES WITH A TOE STRAP, WHICH WE MADE. THESE SERVED MORE LIKE SNOWSHOES AND KEPT US ON TOP OF THE SNOW. THIS WAS MUCH BETTER THAN TRYING TO WALK DOWN A ROAD WHERE HORSES HAD MADE DEEP HOLES WHILE PULLING SLEDS, AND A STEP INTO ONE COULD BE DANGEROUS.

OUR MOTHER EVENTUALLY ORDERED REAL SKIS FOR US FROM SEARS, ROEBUCK & COMPANY IN CHICAGO, WHICH MADE IT EASIER FOR US TO GET TO SCHOOL IN ALL KINDS OF WEATHER. THESE HAD ONLY A TOE STRAP, AS WELL, BUT WERE MUCH EASIER TO MANIPULATE. WE DRESSED IN WARM CLOTHING - KNIT CAPS, GLOVES AND SCARVES, LEGGINGS AND OVERSHOES - CARRYING BOOKS IN ONE HAND AND LUNCH PAIL IN THE OTHER, AND NEVER MISSED A DAY OF SCHOOL. THERE WERE NO HILLS BUT SNOWDRIFTS AT TIMES COULD BE QUITE HIGH. WE BUILT A SLIDE FROM THE BARN ROOF ON TWO WIDE BOARDS PACKED WITH SNOW - AND THEN, THERE WAS ALWAYS THE SNOW-COVERED MANURE PILE AND HAYSTACK.

AFTER ARRIVING IN CALIFORNIA IN 1921, I THOUGHT I WOULD NEVER HAVE THE CHANCE TO SKI AGAIN, BUT I WAS VERY MISTAKEN. AFTER MY ARRIVAL IN YUBA CITY IN 1923, I REALIZED EVERY WINTER HOW CLOSE THIS PLACE WAS TO THOSE BEAUTIFUL SNOW-CAPPED SIERRAS. HOWEVER, IT TOOK A FEW YEARS BEFORE ANYTHING MATERIALIZED SO FAR AS SKIING WAS CONCERNED.

IN 1928, RALPH AND I BECAME ACQUAINTED WITH WENDELL ROBIE IN AUBURN WHO OWNED THE AUBURN LUMBER COMPANY. HE WAS TRULY THE "FATHER OF SKIING IN CALIFORNIA", AND IN THAT YEAR FOUNDED THE AUBURN SKI CLUB - THE VERY FIRST IN THE STATE. THIS WAS THE BEGINNING OF THE MOST INTERESTING ERA IN SKIING ALL DUE TO HIS FORESIGHT AND ENTHUSIASM, AS WELL AS HIS EAGERNESS TO ATTRACT OTHERS TO THIS NEWFOUND SPORT. THIS STORY WILL NOT ONLY DEAL WITH SKIING BUT TO PAY TRIBUTE TO THE MAN WHO NEVER LOST INTEREST IN HIS FIRST LOVE - THE SIERRAS.

HE HAD ALWAYS BEEN AN ENTHUSIASTIC HORSEMAN AND EXPERT RIDER - RIDING ALL OVER THOSE FOOTHILLS AND MOUNTAINS WHICH HE KNEW SO WELL. IN WINTER, HOWEVER, THAT WAS NOT POSSIBLE AND HE DISLIKED THE WASTE OF TIME WITH NOTHING TO DO ON WEEKENDS. HE KEPT THINKING ABOUT THE BEAUTY OF WINTER WHICH WAS BEING MISSED. HE CAME UP WITH THE IDEA OF SKIING IN THOSE MOUNTAINS, BUT WHERE TO OBTAIN THE SKIS. HE FINALLY HEARD OF A SOURCE IN CHICAGO, SO IN 1928 HE ORDERED 100 PAIRS OF SKIS. IMMEDIATELY, HE RECEIVED A TELEGRAM REQUESTING A CONFIRMATION OF THE ORDER AS THE SUPPLIER COULD NOT BELIEVE THAT ANYONE IN CALIFORNIA WOULD HAVE ANY USE FOR SKIS.

AT THAT TIME, IT WAS EQUALLY AS UNBELIEVABLE TO NATIVE CALIFORNIANS, SINCE THE ONLY ONES USING THE SNOWS OF THE SIERRAS WERE HARDY SOULS SUCH AS THE NORWEGIAN, SNOWSHOE THOMPSON, WHO FOR TWENTY YEARS IN THE MID-NINETEENTH CENTURY CARRIED THE MAIL ON HIS BACK IN VIOLENT BLIZZARDS AND FREEZING TEMPERATURES ACROSS THE SUMMIT. OTHER PIONEERS OF SKIING WERE THE MEN WHO TENDED THE FLUMES AND MINERS TO REACH THEIR MINES IN THE MOUNTAINOUS AREAS, USING EXTRA LONG SKIS AND POLES; AS WELL AS THE P.G. & E. LINEMEN WHO PATROLLED THE MOUNTAIN ELECTRIC LINES. THEY, OF COURSE, WERE USING SKIS OUT OF NECESSITY AND NOT FOR PLEASURE.

IN 1930, WE PURCHASED OUR FIRST SKIS FROM WENDELL AND WERE AMONG THE FIRST MEMBERS OF THE AUBURN SKI CLUB, WHICH STARTED DOWN AT BAXTER'S AND THEN MOVED UP TO CISCO. THESE SKIS WERE EQUIPPED WITH BINDINGS INSTEAD OF JUST A TOE STRAP. THIS HELD THE TOE ATTACHED TO THE SKI AND THE HEEL FREE TO MOVE UP AND DOWN - THEY WERE MADE FOR CROSS COUNTRY SKIING. CLOTHING NEEDED TO BE SOMETHING LIGHT, BUT WARM AND COMFORTABLE - WOOL MITTENS AND SOME TYPE OF HEADGEAR AND A JACKET WITH A PARKA. EACH ONE CARRIED A KNAPSACK WITH LIGHT SNACKS AND WATER.

EVERY HOLIDAY AND WEEKEND FOUND US UP THERE. WE DROVE AS FAR AS THE OLD 2-LANE HIGHWAY 40 WAS OPEN - MOST OFTEN CISCO. THERE, WE ALL TURNED OUR CARS AROUND TO BE HEADED DOWNHILL IN THE EVENT OF A SUDDEN SNOWSTORM. WE PUT OUR SKIS ON RIGHT AT THE CAR AND STARTED OFF CROSS COUNTRY. IN THOSE FIRST YEARS OF THE CLUB, THERE WOULD BE ONLY 16 OR 20 OF US AT CISCO AT ONE TIME SO WE HAD THE MOUNTAINS ALL TO OURSELVES AND THE ONLY TRACKS AHEAD OF US WERE THOSE OF WILD ANIMALS.

THIS WAS THE BEGINNING OF CROSS COUNTRY SKIING IN CALIFORNIA, ALSO CALLED NORDIC SKIING, AND IT INTRODUCED A WONDERFUL NEW WINTER RECREATION - AS WELL AS GOOD EXERCISE. THOSE FIRST MEMBERS WERE SO VERY HELPFUL AND TOOK TIME TO TEACH US THE FUNDAMENTALS OF CROSS-COUNTRY SKIING. I HAD NEVER USED POLES BUT SOON FOUND THAT THEY ARE EQUALLY AS IMPORTANT AS THE SKIS - IT WOULD BE VIRTUALLY IMPOSSIBLE TO MAKE A "KICK-TURN" WITHOUT THEM! WE SOON FOUND IT WASN'T HARD TO LEARN THE NECESSARY MANEUVERS TO TRAVERSE A STEEP HILL, AND THEN MAKE A KICK TURN TO GO THE OPPOSITE DIRECTION. IN MANY PLACES, WE HAD TO SIDE STEP. IT WAS A LONG CLIMB TO THE TOP OF MOUNT MACINTOSH BUT WAS CERTAINLY WORTH IT - BEAUTIFUL VIRGIN SNOW COVERING EVERYTHING WITH TREE BRANCHES HEAVILY LADENED. WE SPENT THE WHOLE DAY THERE FINDING GOOD RUNS UP THAT HIGH. IN LATE AFTERNOON, WE RELUCTANTLY HEADED DOWN THE MOUNTAIN BUT IT WOULD BE THE BIGGEST THRILL OF THE DAY - THE MEN, BEING MORE DARING, TAKING THE STEEPER SLOPES AND THE TIMID LADIES FINDING THE

EASIER WAYS DOWN. ONE NICE THING WAS THAT YOU DIDN'T HAVE FAR TO FALL AND DEEP SNOW WAS NICE AND SOFT. WE STARTED HOME FEELING A SENSE OF INVIGORATION AND IT WAS ALWAYS SURPRISING THAT WE DIDN'T EXPERIENCE ANY FATIGUE OR STIFFNESS.

WENDELL ROBIE WAS INSTRUMENTAL IN ATTRACTING MANY EXCELLENT NORWEGIAN SKIERS FROM ALL OVER THE COUNTRY WHO INTRODUCED SKI JUMPING TO THE AREA. HE GAVE THEM EMPLOYMENT AT HIS LUMBER COMPANY IN ORDER TO KEEP THEM THERE. A SMALL JUMP WAS CONSTRUCTED AT THE CLUB AT CISCO WITH THE TOP BEING THE RAILROAD. THIS BEGAN COMPETITION IN JUMPING, AS WELL AS CROSS COUNTRY RACES. MANY OF THEM WENT ON TO WIN IN NATIONAL TOURNAMENTS; SUCH AS ROY MIKKELSEN, FINN RASMUSSEN, SIG VETTESTAD AND MANY OTHERS.

ONE MEMBER, HALVOR MIKKELSEN, WITH HIS NORWEGIAN INGENUITY, CAME UP WITH A CLEVER IDEA FOR GETTING SKIERS TO THE TOP OF THE STEEP BENCH BELOW THE RAILROAD BY MAKING A BIG METAL SLED PULLED BY CABLES AND OPERATED BY SOME KIND OF AN ENGINE. IT WAS QUITE A THRILL RIDING UP TO SAY NOTHING OF THE FAST RIDE DOWN! I FEEL SURE THAT THIS MUST HAVE BEEN THE VERY FIRST "SKI LIFT" IN CALIFORNIA.

WENDELL CAME UP WITH SOME VERY INGENIOUS IDEAS IN ORDER TO PROMOTE THE AUBURN SKI CLUB - EVEN GOING SO FAR AS SHIPPING TRUCKLOADS OF SNOW IN THE LATE 1900s TO THE BERKELEY HILLS, WHERE A SKI JUMP WAS HELD. IT ATTRACTED 100,000 SPECTATORS AND DEFINITELY CONVERTED A LOT OF PEOPLE TO SKIING. THE CLUB GREW BY LEAPS AND BOUNDS AND MANY IN THE BAY AREA BECAME MEMBERS, INCLUDING A GREAT NUMBER OF PROFESSORS FROM THE UNIVERSITY.

SINCE BERKELEY WAS SUCH A SUCCESS, IN 1939 TREASURE ISLAND WORLD FAIR OFFICIALS ASKED HIM IF THE CLUB WOULD PUT ON A SKI EVENT FOR THE OPENING DAY. WENDELL AND SEVERAL CLUB MEMBERS BUILT A SKI JUMP 200 FEET HIGH WHICH OPENED INTO AN ARENA. THEY DIDN'T TRY TO HAUL THE SNOW FOR THIS BUT CONTRACTED THE UNION ICE COMPANY TO MAKE THE SNOW FROM ICE. IT WAS QUITE A SUCCESS AND ATTRACTED SKI JUMPERS FROM BACK EAST, AS WELL AS EUROPE.

IN 1940, THE AUBURN SKI CLUB SPONSORED ITS FIRST BIG TOURNAMENT FOR THREE DAYS, FRIDAY THROUGH SUNDAY, FEBRUARY 22, 23 AND 24. MANY NEW CLUBS HAD NOW BEEN FORMED SO CONTESTANTS CAME FROM CLUBS AT YOSEMITE, LAKE TAHOE, PLACERVILLE, TRUCKEE, MT. LASSEN AND MANY OTHERS. EVENTS COVERED SKI JUMPING, DOWNHILL RACING AND SLALOM. RALPH JOINED OTHER CLUB MEMBERS IN PLACING THE MARKERS FOR THE TEN MILE CROSS COUNTRY RACE.

IN FEBRUARY 1941, ANOTHER TOURNAMENT WAS HELD AT CISCO WITH MANY CLUBS AGAIN TAKING PART. RALPH WAS ENTERED IN THE MEN'S CROSS COUNTRY RACE AND I WAS IN THE WOMEN'S - MAINLY TO HAVE AS MANY LOCAL MEMBERS AS POSSIBLE. THIS ARTICLE CAME OVER UPI THE NEXT DAY:

"HEADLINE - MYRTLE NEWCOMB IS WINNER IN SKI RACE.  
CISCO, FEBRUARY 19. AUBURN SKI CLUB, SPONSOR OF THE ANNUAL SKI MEET HERE YESTERDAY CAPTURED A MAJORITY OF VICTORIES AGAINST ALL-STAR COMPETITION. ROY MIKKELSEN, FORMER NATIONAL CHAMPION, WON THE CLASS A

JUMP, SIG VETTESTAD OF AUBURN WAS SECOND, HALVOR MIKKELSEN, BROTHER OF ROY, WON THE 10 MILE CROSS COUNTRY RACE. MRS. MYRTLE NEWCOMB OF YUBA CITY WAS DECLARED UNOFFICIAL WINNER IN THE WOMEN'S CROSS COUNTRY EVENT IN THE TIME OF 33 MINUTES 8 SECONDS. THE EVENT WAS CALLED NO CONTEST WHEN SOME ENTRIES WANDERED FROM THE COURSE".

WE HAVE HAD A LOT OF LAUGHS ABOUT THIS PARTICULAR RACE. THE WOMEN'S COURSE WAS FIVE MILES LAID OUT BELOW THE RAILROAD TRACKS, AND THE MEN'S ABOVE AND UP THE MOUNTAIN. FIVE OF THE ENTRIES FOLLOWED THE THEN STATE CHAMPION WHO MISTAKENLY TOOK THE MEN'S COURSE. ANOTHER LADY AND I WERE THE LAST TO START, FOLLOWING THE WELL MARKED WOMEN'S COURSE AND I CAME IN FIRST, BUT I JUST COULDN'T BELIEVE IT AS THE OTHERS HAD QUITE A START ON ME. I WAS GREETED WITH CHEERS AS I CROSSED THE FINISH LINE AND RUSHED TO THE CLUB SKI HUT FOR HOT NORWEGIAN BRANDY AND MILK. MY FRIENDS FELT THAT I WAS REALLY THE WINNER SINCE THE ONES WHO STRAYED OFF COURSE SHOULD HAVE BEEN DIS-QUALIFIED. NEEDLESS TO SAY, THERE WERE SOME RED FACES ON THOSE LOST LADIES WHEN THEY DID RETURN!

IT DIDN'T TAKE LONG FOR OUR ENTHUSIASM TO INSPIRE MANY LOCAL FRIENDS TO JOIN US AND THEY ALSO ORDERED THEIR SKIS FROM AUBURN LUMBER COMPANY. TO HELP THEM GET STARTED, WE SKIED AT NEARBY PLACES, SUCH AS INSKIP AND STERLING CITY, AND ONE TIME RIGHT IN GRASS VALLEY. WE ALSO BELONGED TO THE NEVADA CITY SKI CLUB ON WASHINGTON RIDGE. IT WAS THE ONLY PLACE WHERE WE GOT CAUGHT IN A SUDDEN SNOWSTORM AND WE SKIED OUT BEHIND THE SNOWPLOW, BUT IT WASN'T VERY FAR. ONE TIME, QUITE A CROWD OF US TOOK THE TRAIN TO PORTOLA FOR A DAY IN THE SNOW.

LASSEN PARK HAD AN UNUSUALLY HEAVY SNOWFALL IN THE WINTER OF 1938 AND THE HIGHWAY OVER THE SUMMIT WAS NOT OPENED UNTIL JULY 20TH. THERE WERE STILL HIGH BANKS AS TALL AS A TWO-STORY BUILDING. SEVERAL LADIES AND I SKIED AT THE SUMMIT NUMEROUS TIMES SINCE WE WERE CAMPING FOR A FEW DAYS AT NEARBY MANZANITA LAKE BELOW THE SNOWLINE.

EACH WINTER, AS SNOWS COMPLETELY CLOSED HIGHWAY 40 OVER DONNER SUMMIT, SO DID ALL RESORT HOTELS AND RESTAURANTS IN THAT AREA AND AROUND LAKE TAHOE, EXCEPT THOSE WHICH COULD BE REACHED BY TRAIN. THE TRAINS COULDN'T ALWAYS GET THRU EITHER AS SNOWSLIDES WERE VERY COMMON IN SPITE OF LONG STRETCHES OF SNOWSHEDS. ONE WINTER AFTER AN EXCEPTIONALLY HEAVY SNOWFALL, THE TRAIN WAS BLOCKED FOR SEVERAL DAYS AT EMIGRANT GAP JUST ABOVE NYACK LODGE ON THE STEEP BEAR VALLEY SIDE. UNTIL THE SNOWPLOWS COULD CLEAR THE TRACKS, PASSENGERS WERE TAKEN TO NYACK LODGE.

ONCE AGAIN, WENDELL ROBIE SAW THE NEED FOR ACTION SO CONTACTED A MEMBER OF THE CLUB WHO WAS A STATE SENATOR. A BILL WAS INTRODUCED IN THE STATE LEGISLATURE TO KEEP HIGHWAY 40 OPEN ALL WINTER, AND IT WAS PASSED. THIS SET THE WHEELS IN MOTION FOR FUNDING HIGHWAY SNOW REMOVAL. THE HIGHWAY WAS OPENED, AS WERE THE RESORTS - BUSINESS BOOMED AND EVENTUALLY BECAME THE BUSIEST TIME OF THE YEAR.

RAINBOW TAVERN, A GREAT PLACE TO STAY, WAS FORTUNATE IN THAT THE ROAD WAS USUALLY OPEN THAT FAR UP, AND MANY OF US STAYED THERE. HERSTLE JONES, ALWAYS A PERFECT HOST, OWNED AND OPERATED IT - SERVICE WAS FIRST CLASS AND EXCELLENT MEALS WERE SERVED IN A PLEASANT ATMOSPHERE. THE TAVERN WAS BUILT WITH NATIVE ROCK FROM THE YUBA RIVER



RIGHT IN FRONT. IT HAD BEAUTIFUL ROCK FLOORS WHICH HAD BEEN POLISHED WITH A ROCK POLISHING MACHINE. LATER, HE BUILT AND OPERATED NYACK LODGE - A BEAUTIFUL ROCK STRUCTURE AT EMIGRANT GAP OVERLOOKING BEAR VALLEY. WE ALSO SKIED THERE AND ENJOYED MANY WEEKENDS IN THAT BEAUTIFUL ENVIRONMENT WITH FIRST CLASS SERVICE. HIGHWAY 80 REPLACED HIGHWAY 40 AND WHEN IT BECAME NECESSARY TO MAKE IT A FOUR LANE FREEWAY, THE ONLY LAND AVAILABLE AT EMIGRANT GAP WAS HERSTLE'S NYACK LODGE; SO, IN THE NAME OF PROGRESS THIS WONDERFUL WORK OF ART AND LANDMARK WAS DEMOLISHED - A GREAT DISAPPOINTMENT TO ALL OF US WHO HAD SO ENJOYED THE GOOD FRIENDS WHO WERE EMPLOYED THERE.

ANOTHER EARLY DAY LANDMARK WAS THE SODA SPRINGS HOTEL, JUST ABOVE RAINBOW. IT WAS ALWAYS POSSIBLE TO REACH IT BY TRAIN - ALSO BUILT OF NATIVE ROCK FROM THE YUBA RIVER. IT WAS OWNED AND OPERATED BY ANOTHER SKIING PIONEER, DENNIS JONES, WHO OPERATED THE VERY FIRST SKI SHOP IN 1929 AND RENTED 25 PAIRS OF SKIS WHICH HE BOUGHT FROM AUBURN LUMBER COMPANY. HE WAS ALSO THE FIRST SKI INSTRUCTOR IN THE AREA AND OPERATED THE STATE'S FIRST ROPE TOW.

AS A RESULT OF ALL OF WENDELL'S PROMOTIONAL IDEAS, THE CLUB MEMBERSHIP KEPT GROWING WHICH NECESSITATED THE PURCHASE OF ADDITIONAL LAND AT BOREAL RIDGE ON DONNER SUMMIT IN 1961. THERE, A LARGE SKI MUSEUM WAS CONSTRUCTED IN 1969 - "THE WESTERN AMERICA SKISPORT", WHERE ARE ON DISPLAY OLD MEMORABELIA AND PICTURES OF THE EARLY YEARS OF SKIING WHEN WE WERE ACTIVE IN THE CLUB. ANOTHER PROJECT OF HIS WAS THE PLACING OF A STATUE OF SNOWSHOE THOMPSON AT THE BOREAL SKI SITE AT THE REQUEST OF MEMBERS OF THE YUBA CITY SONS OF NORWAY, SNOWSHOE THOMPSON LODGE - OF WHICH HE WAS AN HONORARY MEMBER. CERTAINLY, THERE IS NO MORE APPROPRIATE LOCATION FOR A MONUMENT TO THIS STURDY PIONEER. IT WOULD SEEM THAT THIS SHOULD BE THE PERFECT PLACE FOR A MEMORIAL TO WENDELL ROBIE, AS WELL; SINCE HE WAS DEFINITELY THE PIONEER OF THE SKI ERA IN CALIFORNIA, SPANNING 56 EVENTFUL YEARS. THROUGHOUT ALL OF THOSE YEARS, HE MAINTAINED THE SAME MODEST ATTITUDE IN SPITE OF HIS GREAT ACHIEVEMENTS. HE CONTINUED TO BE AS INTERESTED AS EVER IN THIS WORTHWHILE CAUSE UNTIL HIS PASSING IN OCTOBER 1984, AT AGE 89.

ALL OF THIS EXPANSION OF AUBURN SKI CLUB AND MANY OTHERS USHERED IN STILL ANOTHER ERA IN SKIING. SKI RESORTS OPENED IN MANY PLACES ALL OVER THE MOUNTAIN AREAS AND AROUND LAKE TAHOE WITH SKI LIFTS OF ALL KINDS - FROM THE FIRST ROPETOWS TO CHAIR LIFTS AND GONDOLAS. THESE WERE NECESSARY TO ACCOMMODATE THE THOUSANDS OF SKIERS WHO FLOCKED TO THE MOUNTAIN AREAS EVERY WEEKEND AND HOLIDAY. NATURALLY, ALL OF THESE PEOPLE NEEDED THE PROPER EQUIPMENT AND ATTIRE, SO SKI SHOPS OPENED EVERYWHERE IN THE CITIES AND SMALL TOWNS. HOW ONE LOOKED WAS OF GREATER IMPORTANCE THAN THE ABILITY TO SKI! THE SKIING BUSINESS HAS GROWN TO AN UNBELIEVABLE MAGNITUDE AND FLOURISHES EACH YEAR WITH HIGH EXPECTATIONS OF GOOD SNOWFALLS; BUT MOTHER NATURE DOESN'T ALWAYS CO-OPERATE - SOMETIMES, TOO MUCH OR NOT ENOUGH.

ALL OF THESE PEOPLE RUSHING TO THE MOUNTAINS HAVE CAUSED HORRENDOUS PROBLEMS ON INTERSTATE 80, AS WELL AS HIGHWAY 50, AND THE TRAFFIC ON THE SLOPES ISN'T ANY BETTER. AT TIMES, HEAVY SNOWS STILL CLOSE BOTH HIGHWAYS AND PEOPLE IN CARS BECOME STRANDED CAUSING HEADACHES FOR

THE SNOW REMOVAL CREWS, THE HIGHWAY PATROL AND EMERGENCY VEHICLES. IT SEEMS THAT MANY WELL PLANNED PROJECTS IN CALIFORNIA, WHICH WERE INTENDED TO SOLVE TRAFFIC PROBLEMS, BECOME OUTDATED ALL TOO SOON - ALL BECAUSE OF THE AUTOMOBILE. NOW, INTERSTATE 80 IS NOT SUFFICIENT TO HANDLE THE INCREASED TRAFFIC OVER THE SUMMIT. PLANS ARE NOW UNDER WAY TO KEEP OLD HIGHWAY 40 OPEN IN WINTER AS AN ALTERNATE ROUTE. THIS WOULD INCLUDE THE OLD WINDING ROUTE DOWN THE STEEP GRADE FROM THE SUMMIT TO DONNER LAKE. THE SAME PROBLEMS EXIST IN THE SAN FRANCISCO BAY AREA WHERE ALL OF THOSE BRIDGES, BUILT 50 YEARS AGO AS A SOLUTION, ARE NOW OUTDATED.

LIKE SO MANY OTHER PRESENT DAY ACTIVITIES, THE NEW TREND IN SKIING HAS BEEN TOWARD SPEED - A QUICK RIDE TO THE TOP AND A FASTER ONE DOWN DOESN'T ALLOW ANY TIME TO APPRECIATE THE BEAUTY OF THE SNOW-COVERED AREA. HOWEVER, THIS TYPE OF FUN SEEMS TO BE DIMINISHING BECAUSE OF TOO MANY SKIERS CAUSING LONG WAITS FOR SKI LIFTS IN THE COLD, ALONG WITH THE HIGH COST OF SKI LIFT TICKETS. THE REDEEMING FEATURE OF ALL OF THOSE CROWDS BEING CONTAINED IN CONTROLLED AREAS MAY BE THAT IT HAS SAVED MANY FROM BECOMING LOST IF THEY HAD BEEN DOING CROSS COUNTRY; WHICH IS VERY EASY TO DO IF ONE IS NOT FAMILIAR WITH THE AREA.

SINCE MANY ARE NOW DISCOVERING THE ENJOYMENT OF NORDIC SKIING, IT SEEMS THAT NOW IS THE TIME FOR STILL ANOTHER PHASE - IRONICALLY, REVERTING BACK TO WENDELL'S ORIGINAL IDEA OF CROSS COUNTRY SKIING. UNLIKE THOSE DAYS, TRAILS ARE NOW MACHINE GROOMED WITH CAFES, WARMING HUTS AND OTHER ACCOMMODATIONS ALONG THE WAY. ONE OF THE MOST POPULAR IS "ROYAL GORGE", RIGHT IN THE AREA WHERE WE USED TO SKI, BUT IT WAS NECESSARY FOR US TO MAKE OUR OWN TRAILS AND CARRY OUR LUNCH. HOWEVER, EVERYTHING WAS DONE AT OUR OWN RATE OF SPEED. WE ENJOYED MANY JAUNTS FROM SODA SPRINGS TO SUGAR BOWL, AS WELL AS FROM DONNER SUMMIT IN TO SUGAR BOWL.

ONE WONDERS WHAT THE NEXT TREND WILL BE SINCE IT SEEMS THERE IS NO END TO THE ENJOYMENT SO MANY ARE DERIVING FROM THIS SPORT - ALL BROUGHT ABOUT BY ONE MAN, WENDELL ROBIE, WHO HAD THE COURAGE OF HIS CONVICTIONS THAT IT WAS POSSIBLE TO ENJOY THE BEAUTY OF SIERRA WINTERS WHEN HE ORDERED THOSE FIRST SKIS. WE, WHO HAD YEARS OF ENJOYMENT OF THIS RECREATION IN ITS EARLY STAGES, OWE MUCH TO HIM, AND I HAVE BEEN PRIVILEGED TO HAVE BEEN ONE AMONG HIS COUNTLESS FRIENDS AND ADMIRERS FOR OVER HALF A CENTURY.



THIS ARTICLE IS A REPRINT FROM THE JULY 1959  
SUTTER COUNTY HISTORICAL SOCIETY  
NEWS BULLETIN

Editor's note:

This article was particularly interesting to me as I had known for many years that the Hulls were related to the Rankins in some way. This finally established the relationship for me. A fine example of all the knowledge that can be acquired at our museum if you have the time to spend looking.

## TRANSPORTATION VIA PADDLE WHEELS AND FERRY BOATS

Anecdotes along the Feather  
as related by Royal C. Hull (1958)  
Edited by Bernice B. Gibson

Royal C. Hull was the son of Mr. and Mrs. T. B. Hull, prominent pioneer citizens of the Tudor area. Roy, as he was affectionately called by all his friends, was born and reared on the Tudor homestead, one mile west of Tudor. He spent most of his 88 years in Sutter County and knew everybody and their kinfolk for three generations. His mother was a Wilkie, daughter of another pioneer family of Sutter County.

The following stories and happenings which occurred along the Feather were related to me one morning in a recorded interview. It is my pleasure to share Roy's memory of early days with the reader.

The river road which extended, generally north and south, between Yuba City and Nicolaus in early days ran along the banks of the river almost to Star Bend, from there on it followed approximately the same route as the Garden Highway does at present. As the levees were built, the river bank road was set back to its present location. A sixty-four foot strip was always kept open along the river front for landing of the steam boats. At first the farmers used the strip to pile cut wood to sell to the steam boats. Later everybody piled their wheat along the river bank for shipment to market. All the ranchers around the area hauled their grain to Star Bend, banked along the river where the boats picked it up for market. Most all of the shipping was done by river until 1890 when the boats quit running on the Feather and the railroads took over.

The boats owned by Ellis, Knight and Rideout of Marysville, and Bingham and Rideout were in partnership on the railroad. Bingham and Rideout sold the railroad to Southern Pacific but the sale was not culminated until Ellis and Knight included their interests in the boats also. Garret and Knight put it in the contract with Southern Pacific that freight rates from Marysville would not be raised any higher than they had been on the boats. The Southern Pacific grounded the boats and thereafter the railroad was in business. Rideout offered to sell the boats for \$2500 apiece however, the boats were later sold for \$50 apiece. The boats weren't worth much after the railroad took over.

Garret was a Marysville wholesale grocer in early days. He was a bit exclusive because he had control of the freight rates, however, the railroad commission came into being about that time and took over.

After the 1907 flood, at which time most of Sutter County was flooded, much repair work had to be done on the levees. A large dredger was brought up the river and was used to dredge out the river and build the "sand levee". The route of the "River Road" was changed somewhat by the building of the levee. The road followed the stream of the river more or less, however, in some places it was a half mile or more away from the river bank. Below Hock Farm the road swung out, to the west, in order to get around Abbott's Lake.

Roy recollected hearing his mother tell about the six horse stages traveling up and down the road in the early '60's. There were four stages a day. Two traveling north from Sacramento, or New Helvetia, and two traveling south. It was necessary for the stages to cross the river at Nicolaus on the Ferry Boat which plied its way back and forth across the river until about 1915. Another stage left Yuba City and turned west on what is now Barry Road. It crossed the tule and came in at Cole Grove Point on the Sacramento River.

Roy's Uncle Jack Wilkie used to talk about the River Road on the banks of the Feather as early as 1856. T. B. Hull did not come down from the mining country until about 1860. Previous to 1860 Mr. Hull and McMath of Yuba County ran a fast freight line out of Marysville to the mining country, the end of the line being San Juan. The freight line consisted of a spring wagon and four horses. The commodity was fruit and vegetables for the miners. They bought their horses from the Wolfskill family. Mr. Wolfskill came here in the very early days and raised American horses. Other stock men raised the Spanish mustangs which were much smaller horses than the American horses. Mr. T. B. Hull quit the freighting business and took up land in the Tudor section in 1862, which was the next season after the big flood of 1861. He built a home on land which was not covered by water, just south of the corner at Sawtelle Avenue and Tudor Road. He kept building onto the house, even building a second story. There was always quite a family around. Besides three children of their own, Mr. and Mrs. Hull reared ten other children. Some were with them for longer periods than others.

Mr. Hull's first enterprise was raising grain, wheat and barley, however, he always had more or less cattle and hogs for market. For a number of years the Hulls banked their grain on their own ranch. When they were ready to ship, the grain was hauled to the river across country from the home place to the boat landing which was about a mile south of Hock Farm. Later, the Ashford Warehouse was built at Star Bend. In the 80's they hauled to the warehouse. Grain was placed in the warehouse out of the field and you were able to sell your own grain and not a warehouse receipt. When grain was taken from the dry field and placed in the warehouse along the river, it generally increased in weight enough to more than pay for the storage. Wheat went through a sweat which was necessary to make good bread flour. Some warehouses did not give the farmer the benefit of the increase in weight.

Steamboats came up the river every week and whenever you sold, the grain was picked up. Sometimes it would lay on the banks for a month. Roy told of seeing the whole river bank stacked with wheat and nobody within a mile of it. Nobody ever lost a sack. It was not necessary to put a watchman out.

Most of the wheat was shipped by boat to Port Costa and placed in warehouses there to be shipped to England.

Some of the well known grain buyers of the '80's were Wilcoxon, W. T. Ellis, Garret and Sam Trainer. Each buyer visited the farmers and left with a sample of grain. Some years harvesters would hang a sack in the dog house of the thrashing machine and every round or two the sack sowers would throw a hand full of grain into the sack. That made a fair sample of grain. Many times the buyers plugged a sack and half the grain ran out on the ground.

In 1885 Roy and his father started planting peach orchards. In those days nobody knew what to plant. The cannery didn't know what they wanted. The Hulls planted a lot of peach trees and had to dig them up because they weren't the right kind. Certain kinds of peaches colored the syrup and the canners wouldn't stand for that. No matter how good the flavor was, they wanted the syrup clear. The Hull orchards were planted on the river land where they depended on the river for sub-irrigation. The water level along the river was about eight to ten feet in the summer time. Some years it wasn't that deep. Vegetables, beans and corn, could be planted in August and the ground would be wet enough to grow a crop without irrigation.

The cannery in Yuba City was built about 1886. Roy first delivered apricots to the YubaCity cannery in 1886 and then he hauled both peaches and apricots for several years. Later, they hauled to the Marysville cannery which was located in the old Fair Pavillion at the foot of Third Street. It ran from the foot of Third Street back of the present P. C. and E. yard next to the railroad. The first cannery in Marysville was located on the site of the present county hospital, north of town. That one was built about 1884 and burned down after two years run. Roy hauled all one season to the Marysville cannery because he had difficulty getting along with the Irishman who ran the YubaCity cannery. The fruit was hauled with two horse teams. The wagons were box beds and springs on the axles. The wagons carried about two to two and one-half tons per load. Each driver made two trips per day. Some of the early varieties of clingstones were Tuscons, Georgia Lates, which was a white peach, and Winters White Cling. The white clings went well for a couple of years and then the demand changed to yellow clings. The lemon cling was in demand. The next orchards planted consisted of California orange cling, Runyons orange cling and Tuscons. Later these varieties were rejected because of large pits. The last orchards planted by the Hulls were Johnson and House clings.

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Roy went to his reward just recently but left us a very rich heritage and many happy memories of his sunny nature. Two days before his death, he visited your secretary in the County Office Building and spent the time reminiscing.

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