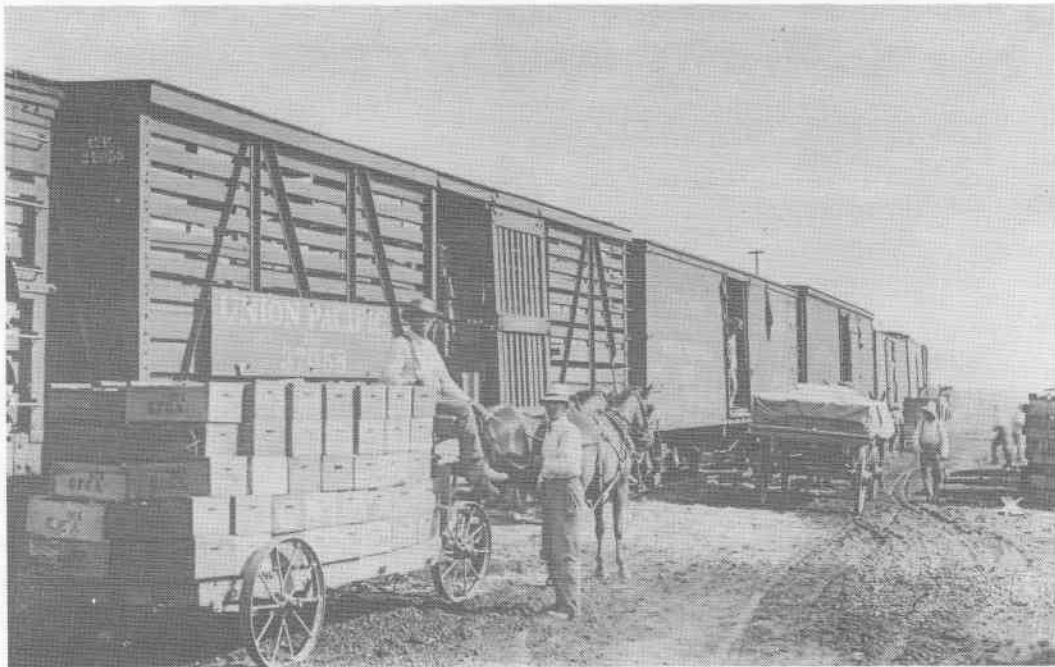


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Yuba City, California

October 2006



Loading Sutter County's Bounty for Market
(Courtesy of the Community Memorial Museum)



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*The year the director joined the Board.

The **Bulletin** is published quarterly by the Historical Society in Yuba City, California. Editors are Sharyl Simmons and Phyllis Smith. Payment of annual membership dues provides you with a subscription to the **Bulletin** and the Museum's **Muse News** and membership in both the Society and the Museum.

The 2007 dues are payable as of January 1, 2007. Mail your check to the Community Memorial Museum at P. O. Box 1555, Yuba City, 95992-1555. 530-822-7141

Student (under 18)/ Senior Citizen/Library	\$ 15
Individual	\$ 20
Organizations/Clubs	\$ 30
Family	\$ 35
Business/Sponsor	\$ 100
Corporate/Benefactor	\$1000

President's Message

First an order of business. We are looking for committed people to fill vacancies on the Board of Directors. If you are interested in taking on this challenge, please contact any member of the Board of Directors for information.

We hope you got word that the Picnic in the Park was cancelled before you came to Harter Park in July. We canceled the picnic because of the horrible heat wave that hit the state. After careful consideration, the Board of Directors decided that July is always hot and so we are moving our annual picnic to June. The date will be announced in the April 2007 Bulletin.

Because of the cancellation in July, it's been a long time since we've been able to get together and visit over a delicious meal. Let's remedy that by meeting at the October meeting at the Bonanza Inn. Please mail in your reservations soon to guarantee your place at the table.

Audrey Breeding
President



October Luncheon

Saturday, October 21, 2006

11:30 Social Time

12:00 Lunch

Bonanza Inn Convention Center

\$15.00 per person with choice of

Hot Beef and potatoes, Ortega Turkey Melt, or Hawaiian Chicken Sandwich

Program: Barbara Stengel - The Expulsion of the Chinese from Nicolaus



Preservation Series

Thursday, October 26, 2006

7:00 p.m.

Community Memorial Museum

Eric and Kate Mackensen

will talk about their renovation

of the

Dr. Barr house on 2nd Street in Yuba City

Director's Report

Julie is in Finland meeting her new grandson, Kai, and playing with her granddaughter, Tao. So, while the boss is away it's my privilege to compose the Director's Report this issue.

As you know, the summer has been spent preparing for renovation, undergoing renovation and recovering from renovation. Unfortunately we had to close for an extended period of time this summer, but we are ready to welcome all of you back now. We are very pleased with the results and believe that all our visitors will be impressed as well. There is a new tile entry, new carpet and a new coat of paint in the parts of the museum that still wore the original coat from 1975. The Museum store has a new look and we hope that you remember it when searching for just the right holiday gifts. It is going to take a bit of time to put the Museum back together, but a job worth doing is worth doing well and we are attempting to make the Museum better than ever.

Currently the Museum is hosting an exhibit entitled *At Work: The Art of California Labor*. This collection of art spans the 20th century with powerful images by artists including Diego Rivera, Dorothea Lange, Tina Modotti, and Ester Hernandez. The exhibit runs through October 22nd. Please mark your calendar on September 29th at 7:00 p.m. and join us for the program *Woody Guthrie and His Times* with David Fenimore, a professor at the University of Nevada, Reno performing songs and telling stories. This exhibit is brought to us through the California Exhibition Resources Alliance (CERA).

October is the month we formally thank our volunteers at an appreciation tea. Informally, we thank them every time we see them - they are the backbone of our Museum and we would be lost without them. This year the event is scheduled for October 16th at 10:00 a.m. Everyone is welcome to come by and thank the people who help keep the Museum open to the public six days a week, 52 weeks a year.

Once again we are happy to announce the second program in our Preservation Series. Eric and Kate Mackensen live in the house on Second Street originally owned by Dr. Barr. They are in the midst of a renovation that makes ours at the Museum look like a cake walk. Their work has been seen on the HGTV series *If These Walls Could Talk* and they haven't stopped working on their home. Please join us on October 26 at 7:00 and hear from two very enthusiastic homeowners as they lead us through their adventures in preservation.

Please check the Coming Events calendar on the back of the Bulletin. As you can see, there is a great deal happening at the Museum in the next couple of months and we hope that you find one or two events (or more!) that appeal to you and that you can find time in your busy schedule to join us. We have Christmas ornament workshops coming up as well as preparations for one of our major Museum fundraisers, *Trees & Traditions* that takes place on December 9th.

This fall we hope you find time to stop by and see us. Let us know what you think of the improvements we've made in the galleries and the store.

Sharyl Simmons
Assistant Curator

Memorials

In Memory of **Edwin Addington**
Bob & Jean Heilmann

In Memory of **Ignacio Ayola, Sr.**
Jim Staas

In Memory of **Charles Barnett**
Kathryn Forderhase
George & Sally Herr

In Memory of **Patti Benatar**
Joe Mortara
Norman & Loadel Piner
Gerald & Patricia Whitten

In Memory of **William E. Butler**
Walter & Jane Ullrey

In Memory of **Christy Carlos**
Ardis McFarland
Norman & Loadel Piner
Sharyl Simmons
Julie Stark & Dub McFarland

In Memory of **Othera Carpenter**
Bogue Country Club

In Memory of **Tom Crowhurst**
Darrel & Anita McWhirk
Bruce & Gini Harter

In Memory of **Shane Eash**
Jim Staas

In Memory of **Celia Ettl**
Marnee Crowhurst

In Memory of **George Herr**
Ashley's Plumbing, Heating
& Air Conditioning
Allen & Kathe Herr
Merlyn Rudge

In Memory of **Cecil Hornbeck**
Marilyn Hornbeck & Family

In Memory of **Freda Monnot**
Robert & Dorothy Coats
Norman & Loadel Piner
Sharyl Simmons
Julie Stark

In Memory of **James L. Neubecker**
Anita & Michael Neubecker

In Memory of **Randall J. Novak**
Marie Fuller

In Memory of **Jesse Schuette**
Jim Staas

In Memory of **Robert Streit**
Robert & Dorothy Coats

In Memory of **Norene Stiller**
Jim Staas

In Memory of **Richard Tarke**
Connie Cary
Robert & Dorothy Coats
Marnee Crowhurst
Dewey & Barbara Gruening
Bruce & Gini Harter
Ardis McFarland
Darrel & Anita McWhirk
Norman & Loadel Piner
Randy & Shirley Schnabel
Sharyl Simmons
Julie Stark

In Honor of **Randy & Shirley Schnabel's**
70th wedding anniversary
Dewey & Barbara Gruening

From The Rambler
Friendly Comments as the Days Roll On

by
Lou Eichler
June 14, 1940

A History of the Meridian School

Little Bernice Burtis, who was graduated from the eighth grade of Meridian elementary school, turned historian at final exercises the other day. She gave the history of the Meridian school from the days of the first "little red schoolhouse," with no play facilities, down to the present modern building and its extensive equipment. Here is her contribution to the written history of the Meridian school, as she obtained it from older folk:

"The first school was held in a one-room building situated about the center of the south part of the Dr. E. V. Jacobs place, east of town. There were many oaks and other trees around it. There were not any real roads around it.

"In 1860 a one-room schoolhouse was built near the river south of where Mrs. Chesney's duplex stands. There was no levee there then, and the schoolhouse stood on the riverbank and faced the river. They carried water from the river to drink when they got thirsty, and sometimes went down to the river and drank.

"The school was built of straight boards, and was known as "the little red schoolhouse." The school wasn't

graded then, and had but one teacher, with about 25 pupils. They didn't have a tennis court and a volleyball court like we have, and they didn't have near as many things as we have to play with now.

"By 1875, the little red schoolhouse was too small and some of the classes were held in the Masonic hall, which was a part of the old hotel building that burned some time ago. It stood then by the Jesse Saunders place.

"The two-story building, where the present school now stands was constructed of bricks made on the place where Mrs. Lena Burris lives. J. J. Jones lived there then and made the bricks. E. A. Larkin taught upstairs and Miss Alice Paine taught downstairs. They had around 50 or 60 pupils. Another room was needed, so a small house was built in the yard and they had the first and second grades there.

In 1922 our present schoolhouse was built. It has three classrooms, music room and auditorium. This school has three teachers and had around 80 pupils until the flood (March 1, 1940). Now we have 62. We have a tennis court, baseball diamond, volleyball court, ring tennis, basketball, soccer ball, swings, rings and bars."

The Rideout Railroad Extension

From the book, Beyond the Argonauts, Chapter 2, with extended text
by Terald A. Zall, 2002
with permission of Fremont-Rideout Foundation, Yuba City, California.

Introduction

Norman Dunning Rideout (1832-1907) was a prolific investor in the future of California. His enterprises included banking, agriculture, timber, mining and the keystone of this report - railroads.

Born into the large Rideout family on January 6, 1832 in Sagadahoc County, Maine, he might have been expected to focus his energies on the shipyards his family established in 1730 in Back Cove, Maine. His father, Benjamin, was a sea captain and among the family's ships was a schooner named for his mother, "The Margaret."

Like thousands of young men in the east, young Rideout was lured by the great California Gold Rush. He soon realized his success lay not in panning for gold, as he did at Winslow Bar in 1852, but by establishing a rudimentary bank in the Camptonville area of Yuba County. Marriage followed in 1858 to the comely Phebe Abbott. They were married near the bountiful vineyards of her father's Oak Grove Ranch near Marysville. From this union came three children: Norman, Grace and Edward.

After moving to Marysville in 1861, Rideout continued his career in banking and eventually was president of seven banks whose headquarters were in Marysville. He knew many railroad barons because of his financial arrangements and his first venture into the railroad business commenced with

his purchase of the California Northern, a line from Oroville to Marysville, in 1880. He extended the tracks in 1887 from Yuba City some sixteen miles south to his Sutter County ranch. Renamed the Northern California, this line was meant to carry on to Knight's Landing where it would meet up with other lines and carry produce to the big markets in the Bay Area. Rideout never finished this project, but sold the concern to the Southern Pacific on June 1, 1889. Along with the railway, he also sold his ties to water travel in California - the several ferries and barges he owned.

Rideout died in San Francisco on July 2, 1907, at age 75, due to exhaustion. His efforts in restoring Mercantile Trust Bank after the 1906 earthquake proved to be the last effort in his amazing career.

It was then, in 1907, that philanthropist Phebe Rideout established Rideout Memorial Hospital in memory of her husband and a son who died in a mining accident in 1895. Fremont-Rideout Health Group will celebrate its 100th anniversary in 2007.

The Rideout Railroad Extension - it all started with rumors!

The focus of speculation was over a railroad traversing half of Sutter County. The hearsay a route, starting in Marysville, heading west across the Feather River to Yuba City, the County seat, to another river city across the Sacramento River - Knight's Landing, in

Yolo County. The California State Gazetteer of 1888, published for the Library of Congress in Washington, D.C., by R. L. Polk and Co. of San Francisco, heralded Sutter County as a place where "the soil is alluvial material of exhaustless fertility." Where not cultivated, Sutter County supported a heavy growth of oaks. The County measured 610 square miles and there was almost no waste land. The estimated population in 1888 was 7,000. The county was noted for the size of its wheat and barley ranches and the wealth of their owners. Fruit growing was introduced around this time and the assessed valuation for agricultural crops in 1887 was \$7,595,770, which made Sutter County the richest county per capita in the state.

Because of this abundance of produce, farmers in several counties wanted direct access to the markets of the Bay Area. The rumors of a new railroad were not without foundation. There was tremendous interest in a railroad's ability to deliver produce and passengers to anywhere in California. Norman Dunning Rideout, however, sprinkled water on the "fire" of the rumor. He was asked by a reporter for The Daily Appeal if there were any truth to the rumor that the California Northern would be continued to Woodland. In the June 23, 1887 issue, Rideout was quoted as saying, "No, there is not any foundation for the report. Several days ago I told an Oroville gentleman that if the Southern Pacific should put on a through train to San Francisco, going down on this side of the valley, either from Marysville or Chico, I would see that the Oroville road made close connection, thus giving the Oroville people a chance to

reach the bay in six or seven hours. From this, the rumor that the road was to be extended no doubt came to be telegraphed from Oroville. Yes, I now own the controlling interest in the road."

A second rumor originated from Sutter County. The Marysville Daily Appeal from November 9, 1887, reported large transfers of land in the Sutter County section of the newspaper. Through twelve transfers of land, Rideout acquired about 45,000 acres of land near Nicolaus, mostly along and in the tules of that area. The price for each acre was either \$1 or \$5. The paper quoted two of Sutter county's Supervisors as saying to the reporter, "That means a railroad is going through here, and don't you forget it!"

Yet a third rumor had the aura of sophistication because it originated in the San Francisco Bulletin. The Marysville Daily Appeal published the story on July 4, 1888:

San Francisco, July 3d. The Bulletin this evening says: "The necessity as well as feasibility of a railroad route across Sutter County from Marysville to Knight's Landing was recently set forth in these columns. Such a road would bring the fertile foothills of Butte, Yuba and Plumas in much closer connection with this city than they are at present. Beyond Marysville the Northern California road runs to Oroville, and it is the managers of this company that are now generally understood to have begun the work on the short-cut line. The report is current that the line to

Marysville will be built in connection with the San Francisco and North Pacific company. There is a theory that both the Donahue line now heading eastward to Napa Junction, and the Rideout road that will connect Oroville and Knight's Landing, will be absorbed some day not far distant by a transcontinental line that will enter California by Beckworth Pass."

The Rideout Extension became news when Poor's Manual for 1892 published an up-date on the Northern California Railway. The track from Oroville to Marysville to Yuba City to Knights Landing was laid with gauge 4 ft, 8 1/2 in. for a total length of 58.6 miles.

N. D. Rideout purchased lands in Sutter County for optional use to include railroad building from Central Pacific Railroad Company; which was soon to be named Southern Pacific Railroad Company, during 1888-89. The Sutter County Recorder's office revealed three deeds of sale from the same railroad party to the same individual on October 13, 1887, July 31, 1888, and May 15, 1889 for a total of 1,646.87 acres at a price of \$7,513.95.

The local news media followed the story closely and the following records the attention by the local newspapers to the proposed railroad expansion.

- May 23, 1888 - The Daily Appeal had a news-story entitled "Preliminary Survey - The California Northern prospecting through Sutter County." The article, located under, "Marysville Weather Record,"

pointed out that, "The only serious difficulty to be investigated by survey is that of maintaining a road through the tule basin..."

- July 29, 1888 - A news-release in the Marysville Democrat proudly headlined statistics from the fledgling Southern Pacific Passenger Department. The source came as a special from the San Francisco Bulletin. Rideout's Northern California Line was mentioned in the report, which was recorded with the California Railroad Commissioners. The 26½ mile track from Oroville to Marysville amassed the "total net income - \$14,391.00," ending in May 31, 1888.
- September 5, 1888 - The Marysville Appeal, on page 2, reported a "bright future." The laudatory story said, "Marysville is fast becoming a great railroad center" and "the extension of the Northern California through Sutter County is in course of construction..." The Daily Appeal dramatically proclaimed, "It is manifest destiny."
- September 5, 1888 - The Marysville Daily Appeal, page 3, also heralded the "reincorporating and new directors" of the Rideout Railroad. The new Northern California Railroad Company with capital stock of \$1,280,000 had listed Norman D. Rideout, Andrew S. Binney, Norman A. Rideout, Justus Greely and Charles S. Brooks as directors.

At this point, the narrative takes a turn as the cost of building a railroad

caused the Rideout Group to decide that the wisest investment course would be to sell the Southern Pacific.

- June 1, 1889 - The Daily Appeal, on page 1, noted a "railroad transfer." "Today the Southern Pacific Railroad Company assumes full control of their recent acquisition, the N.C.R.R., and from now on all business will be conducted under the supervision of J. H Wright, Division superintendent at Sacramento..." The Daily Appeal added that Wright's assistant, D. Burkhalter, was in Marysville yesterday and made "arrangements to continue in the service most of the present employees."
- June 2, 1889 - The Daily Appeal, on page 3, repeated previous sale information but, "that for the present and until the completion of the Knights Landing Extension, the run is independent of the S.P; the rates would remain the same, both for fares and freight."
- June 3, 1889 - The Marysville Daily Evening Democrat said a new bridge across the Sacramento River at Knights Ferry will be constructed. The Southern Pacific Railroad Company "have already an immense amount of piles and one or two pile drivers on the ground." Both Sutter and Yolo Counties had agreed to contribute equally a total of \$10,000 for a bridge which might cost "\$25,000 to \$30,000." The road currently ran from Oroville in Butte County to Brannan in Sutter County - right up to the start of the tule basin.
- June 6, 1889 - The Daily Appeal, on page 3, quoted the Woodland Mail, "that public sentiment in Yolo County favors the appropriation," despite a protest by the owners of a ferry at Knights Landing, "with six years yet to run" on a franchise.
- June 14, 1889 - The Daily Appeal, on page 3, heralded the "first freight shipment from Marcuse's Station (in Sutter County) of cars of recently harvested wheat - thence to San Francisco (in a circuitous route), as the first wheat from this part of the state."
- June 23, 1889 - The Daily Appeal, page 3, reported bridge information from the Woodland Mail:

"The general style of architecture of the structure will follow closely that of the Sacramento Bridge. The 'draw' will be 237 feet long, making a causeway quite ninety feet wide on each side of the middle pier for the passage of vessels. The extreme length of the bridge will be 350 feet. 207 redwood piles, thirty feet long [will be thwacked into the river bed] by drivers weighing 3300 pounds and 2000 pounds."
- July 27, 1889 - The Yolo Weekly Mail chimed in that "the road will be constructed through Sutter County within 90 days." With completion of the railroad bridge to Yolo County, "when in operation it will effect ... Woodland all of which, it is hoped, will be advantageous to us." (The Yolo news releases are found

at the Friends of Yolo County Archives in Woodland, California.)

- November 28, 1890 - The Sutter County Farmer, page 2, chipped in that, "Yuba City, with her surrounding orchards and grain fields, is destined to be one of the principle shipping points of Northern California." The Sutter County Farmer "suggests a large traffic over this line."
- January 25, 1891 - The Marysville Daily Appeal, in a progress report, said, "While the most important part on the new road is completed, there remains considerable to be done." A "rock train" has been taken off but, "the gravel train will be kept busy for some time to come."
- February 1, 1891 - The Marysville Daily Appeal, on page 3, had some history of the new railroad line completed by Southern Pacific and some interesting facts about construction of the railroad. The road, at the time of transfer to the Southern Pacific Company, June 1, 1889, was extended about a half mile beyond Nelson's Point, by Messrs. Rideout and Binney, when they initially started surveys in May, 1888. But, "for months over eighty carloads of gravel and rocks were deposited daily," while the road bed was raised above flood-waters of 1891 winter for the whole distance from Yuba City to the proximity of Karnak, in Sutter County.

"The trestle-work which has been built through the

tulles is said to be the longest in the State, and was built at a great expense.

Though much work remains to be done, the road, as before remarked, is in first-class condition, and though the railroad company is very reticent as to what it will do, the general opinion seems to be that they will make it more than a local road.

"There are seven stations along the twenty-seven miles of road between Marysville and Knight's Landing. They are Yuba City, Hock Farm, Abbott, Wilson, Marcuse, Brannon and Nelson's Point. At Wilson, a very substantial 54,000 gallon tank has been erected, and a large pump is now being put up to furnish water."

- February 5, 1891 - The Marysville Daily Appeal, on page 2, told of "the opening of traffic over the new railroad between Marysville and Knight's Landing..." Described as creating "a new through route to the bay," the paper gloated that "orchards and vineyards and new homes will rapidly spring up along the new line... The stations that are opened will gradually grow into thriving villages, and some of them will eventually expand into towns."

Also, the same issue of the Marysville Daily Appeal, on page 3, printed a schedule, with mileage and rates.

The following table will show the distance from Marysville of the stations on the new road, also the rates of fares:

<u>Stations</u>	<u>Miles from Marysville</u>	<u>Fare</u>
Yuba City	1.47	\$.10
Oswald	5.87	.40
Tudor	10.37	.65
Marcuse	14.27	.90
Chandler	16.67	1.05
Knight's Landing	27.70	1.70
Woodland	36.88	2.00

The route from Marysville to Woodland took about two hours. From Woodland, connections could be made to other parts of the state. The expense of a sleeper could be avoided when traveling from Marysville to San Francisco if the Knight's Landing route was used.

- February 10, 1891 - The Marysville Daily Appeal reported a social event on the "Woodland Excursion." But the journey from Marysville, where "a number got on at Yuba City and Tudor," was a frigid trip.

"Sunday was a decidedly, unfavorable day for the excursion to Woodland. It was very cold and very strong north wind was blowing. So disagreeable was the day that hardly half the people were at the depot that had said they were going.

"The Woodland people had not time to prepare for the reception of the visitors, and the weather was so disagreeable that very little sight seeing could be done.

However, the citizens did all they could for the entertainment of the guests, and the day passed off very pleasantly. Many of the excursionists were met at the train by friends who took them to their homes, gave them a good dinner and showed them about the country.

"Norman D. Rideout, William T. Ellis, also of Marysville and others, rode on the several railroad cars pulled by a large, black steam engine preceded with a massive lantern and a "cowcatcher." The train slowly rumbled past scenic orchards, vineyards and grain fields through Rideout Ranch near Brannan Station. The passengers traversed the Sutter County tules along an 'endless' trestle bridge and through Grace Station, in Sutter County, and Knight's Landing to the final destination - Woodland."

On the return trip, the "Woodland excursionist" of nearly 100 people zipped back to Marysville in "little over an hour" with stops in Tudor and Yuba City.

- February 10, 1891 - The Woodland Mail, on page 2, reported on the excursion as well, writing "about 120 Marysvillites brave the north wind and visits our city."
- February 11, 1891 - The Woodland Mail, on page 2, quoted Norman A. Rideout, one of the promoters and vice president of Rideout Banks in Marysville. He said another

excursion train will probably run on February 23, 1891. The people of Woodland (Woodlandites) would probably engage a hall, furnish lunch, music and make the visit otherwise enjoyable.

- February 14, 1891 - However, the Woodland Mail reproached the line, run by Southern Pacific in quoting S.P. Agent Baird who said, "the travel this side of Knight's was very insignificant, five tickets was the largest sale on any one day. The freight is also light." The Marysville Appeal provided the news story to local readers.
- March 20, 1891 - A bright note was Marcuse Station. The Woodland Mail, page 2, said that "Marcuse [Station] will be in full bloom with all the necessary conveniences, except a saloon which will not be allowed."

The Rideout Extension was sold to Southern Pacific Railroad Company in 1889 because Norman Dunning Rideout, being a practical businessman, did not want to assume the very high expense of completing the line. Chandler Station on Sacramento Avenue in Sutter County, was the "end of the line," as far as Rideout was concerned.

Rideout had many connections with Central Pacific/Southern Pacific Railroad Company moguls. The primary problem of a Rideout-Knight's Landing Extension proved to be the many floods that inundated Sutter County, especially in the tule basin. The two bridges were an astronomical expense having to cross the tules and the river.

The Rideout Extension continued to shrink and in time only reached as

far as Wilson Station from Yuba City. Heinrich F. "Rick" Megenheimer, owner of the 3.43 acre station and surrounding rice fields on the former Gledhill Road, aka Wilson Road, since 1917, said the railroad parcel was oversized. In conversations with the author, Megenheimer said that there were four track spurs for loading only farm produce onto freight cars and a large water tank for the locomotives. Passengers in the immediate area alighted and exited at Marcuse Station where a lone palm tree still stands as a lonely sentinel to the old depot amid rice fields on Marcuse Road. This palm tree is a replacement, planted about six years ago.

Located eighteen miles south of Yuba City, Chandler Station was located adjacent to the Rideout Ranch in Sutter County. In March 1908, after Norman Dunning Rideout's death, the ranch was subdivided. While ten avenues were laid out, no development took place and a ranch house and outbuildings, all surrounded by rice fields, now occupy the site.

For Southern Pacific, the line proved to be unprofitable and by the 1920s the track was unusable to Knight's Landing, via the Rideout Extension. Also in the 1920s, the Southern Pacific built the Sutter Basin Branch Line as an alternative route via Robbins. The entire line was abandoned by 1952.

The last of the Rideout Extension was abandoned by Southern Pacific when the Tudor Station closed in 1976.

Steve Perry, Senior Map Drafting/Title Technician at the Sutter County Assessors office, has current sectional maps of the Rideout Extension aka Southern Pacific Railroad, that extend south from Yuba City to the end

of Sutter County at the Sacramento River. Drawn into these maps are the 100 foot right-of-way of the railroad. Most of the rights-of-way were sold to adjacent property owners by a Southern Pacific Railroad Company right-of-way agent in the 1970s.

Very little remains of the track. A few patches of gravel/stone beds, some railroad ties, cement bridge abutments at Wilson Road, trestle bridge piling supports in an irrigation canal near Grace Station and the lone palm tree at Marcuse Station can be seen. During the abandonment process of the extension, the steel stock rails, wing rails, connecting fishplates and

spikes were all recycled for their valuable metal.

Other evidence of the Rideout Extension exists in written form - scattered evidence in recorder offices, assessor offices, newspaper archives and libraries. The Rideout Extension began with high hopes, but Norman Dunning Rideout wisely sold the entire inventory of the line. Part of the "entire inventory" were the river boats and barges which Southern Pacific Railroad Company used as an alternate form of transportation in the 1890s to move passengers and agricultural produce.



Even after the 1889 sale, Southern Pacific used the original line names, such as: California Northern from Oroville to Marysville, and Northern California from Marysville to Knights Landing.

Courtesy of 1916 Corporate Data, Southern Pacific Company, Pacific System, Sacramento Division, at the Railroad Museum Library, Sacramento, California

I'm Here to Stay

by
Carol Withington

In this issue and the last we've run some articles written by Carol Withington when she worked for the Daily Independent Herald. We asked Carol to tell us about herself and how she came to write about our local history.

I am a Butte County product, born in Chico and raised in Paradise. I attended Paradise schools until the ninth grade. Since Paradise was in the process of building a high school, my class was the last to graduate from Chico High School. We were known as the Ridge Kids, among other things.

After graduation, I attended Chico State, receiving a Bachelor's Degree in Business Education. I was offered a teaching position at Wheatland High School, and this brought me to the Sutter/Yuba area.

I married a Wisconsin transplant, Roger Withington, a now-retired Civil Engineer from CalTrans.

I stopped teaching full time after our daughter Melynie was born, but within two years was working part time at the Daily Independent Herald in Yuba City. My interest in area history began to take roots while at the paper. I recall my first article in 1976 featured the Cornish influence in Grass Valley/ Nevada City. I had volunteered at the

Mining Museum in Nevada City one summer while my husband was working in that area. After that, I began researching prominent Sutter County citizens which the newspaper published on a monthly basis. I was even able to do a weekly series on older homes in the area.

During the 1980s, I began home teaching for Yuba County high schools. It was while helping a Wheatland High School complete a local history assignment that I became interested in African-American pioneers in the Yuba County area. After some years of research, I was able to compile enough information for a small book.

At the present time, I am volunteering at the Community Memorial Museum, writing a monthly feature on pioneer women architects for the Territorial Dispatch and am involved with the Prayer Shawl Ministry at St. Andrew Presbyterian Church.

I have lived in this area for over 45 years. I love its history as well as its future. I am here to stay.



GERMAN PIONEERS OF SUTTER COUNTY

by
Carol Withington

In researching the number of German settlers in Sutter County, one source - Thompson and West's 1879 publication - lists 33 pioneers with over half settling in either Nicolaus or Live Oak. The remainder resided in the West and South Butte areas and Yuba City.

According to Thompson and West, German pioneers living in Live Oak included Stephen Bokmann, Jacob Burgard and Valentine Witt, all from Prussia; Henry Egeberg, born in Schleswig-Holstein; A. Herring, born in Sexton; George Bihlman, born in Baden; and E.H. Krull and Henry Rakelbusch, also from Germany.

It appears the majority were farmers with the exception of Egeberg, who earned his living as a blacksmith.

The Nicolaus area boasted the most German pioneers which included John Grunewald, William May, H. Minden and Henry Simening. C.W. Arens was a native of Bremen, Germany, whereas John Christian and Claus Storm were born in Holstein.

Phil Drescher, who was featured in the July 2006 Sutter County Historical Society Bulletin, was a native of Avolsen. Nicolaus resident John A. Peter was born in Dukedom of Castle.

Farming once more was the major profession although George Cramer, a native of Hanover, was listed as a shoemaker.

Featured in the South Butte Area of Sutter County were German natives Magdalena Charge, Charlotte Erke and Catharine Phitzenreiter. Farmers C. Kloss, Fred F. Smith and John Suhr, a native of Hanover, Germany, also

resided in this area.

German settlers residing in Yuba City were farmers H.B. Heicken, Christian Schmidt, and Conrad Schuler. Frederick Klempp was a brewer and J. Marcuse engaged in the mercantile business.

Frederick Hoke, Frederick Tarke and Henry Stohlman, a native of Prussia, chose the West Butte area to establish their homes. Joseph Hagerman resided in Meridian.

Four prominent German pioneers, originally published in the Territorial Dispatch, are highlighted in this Bulletin and include Frederick Klempp, Henry Krehe, John Bihlman and Frederick Tarke. Each played a significant role in Sutter County history.

Fred Klempp – His "Cliff House" became a popular establishment

When a prohibition ordinance outlawing the sale or giving away of intoxicating beverages was passed by the Sutter County Supervisors in 1891, it resulted into quite an uproar.

"How Dry I Am" could well have been the theme of those unfortunate Sutter County residents who were inclined to imbibe. Their only solution was to take a trip across the Feather River into neighboring Yuba County.

The ordinance, which went into effect in October of 1891, stated that no "tippling" place, bar, saloon or any such establishment would be allowed or maintained in the county.

It did provide, however, that

regularly licensed druggists could sell liquor for “medicinal uses” only. One can only ponder if there were any unusual outbreaks of sickness in Sutter County during this time.

Violations of the ordinance were deemed misdemeanors. Upon conviction, a fine of up to \$360 or a sentence in the county jail for up to six months or a combination of both could be imposed.

An establishment known as the “Cliff House” became a popular gathering place for Sutter County residents during the dry spell.

Located alongside the approach to the old wooden Feather River Bridge on the Yuba County side, it was ideally suited to the geographical and political scene of the day.

The old pub was thus the last chance for a drink before entering the “dry” territory across the bridge. Sometimes known as the “Last Chance Saloon,” this popular tavern was owned and operated by Fred Klemp, former proprietor of the Yuba City Brewery.

Klemp was born in Wittenburg, Germany in 1850. After receiving his formal education, he emigrated to America when he was 19.

Klemp first landed in New York and later spent time in Ohio and Missouri. He eventually crossed the plains to California, stopping first in Sacramento. A year later, he resided in Marysville for a short time, later moving to Yuba City where he purchased a brewery.

According to research, this brewery was built around 1857 by the Bottler Brothers on the east bank of the Feather River just below the steamboat landing.

Due to high water, however, the brewery was removed in 1864 to the

corner of Bridge and Second streets, and the bricks of the old building were used to construct the new one.

On May 25, 1867 an advertisement appeared in the *Sutter County Sentinel* stating that Bottler, Yuba City Brewery proprietor, was now manufacturing “the Best Lager Beer” in northern California. The beer was made under the “personal supervision” of Bottler himself who claimed “nothing but the best article of barley is used.” Those purchasing this beer will be convinced of its excellence after a trial, the paper added.

The *Weekly Sutter Banner* also placed its stamp of approval on this new industry. In the spring of 1867, an article stated that “there is no use in the people of this county going to San Francisco or Marysville for Lager Beer when the very best — far superior to the stuff sent up from the so-called breweries of San Francisco — can be had right here in Yuba City at the sum of \$4 per 10-gallon keg.

The paper also related that some of the best judges have pronounced Bottler’s beer unsurpassed in Northern California and this opinion is well deserved. The paper encouraged residents to “call and sample” the product of this industry.

In the fall of 1874, Bottler died and the brewery remained idle until the next February, when it was rented and opened by Klemp.

As new manager of the Yuba City Brewery, Klemp soon increased its capacity and added sheds and other outbuildings to the main establishment.

By 1879, three men were employed with 12 to 15,000 gallons of beer produced at the brewery, which had a trade radius of 25 miles. A bar was also run adjacent to the brewery.

On the morning of Dec. 15, 1904, Klempf died at his Yuba City residence. He was nearly 54 years of age and had been reportedly in poor health for some time.

The two-story portion of the old brewery still stands in Yuba City. The windows are now filled in with bricks. At one time the building housed an Indian Post, a hardware store, the *Sutter Independent* newspaper and the First American Title Company.

The prohibition ordinance remained in effect until 1932. That year, area residents voted more than two-to-one to repeal the Wright Act and adopt state control over liquor should the 18th Amendment be repealed.

Henry Krehe - He Maintained His German Heritage

During the 1870s, a group of area Catholics of German descent was organized with the intention of building their own church.

The land was donated by Henry Berg, according to records, and was located at the northwest corner of F and Eighth Streets in Marysville. The cost of the frame structured building was a reported \$4,000.

Although the church was completed in 1873, dedication of the Church of Immaculate Conception did not occur until the spring of 1874 due to inclement weather.

A local newspaper account of this event related that in the absence of the Bishop, the Rev. Herde, founder of the church, was delegated to take his place.

According to the newspaper, a solemn High Mass was celebrated by

Father Baker, pastor of Reno, Nevada; assisted by Father Clare, deacon; Father Coleman of Red Bluff, sub-deacon; and Father Kennedy of Oroville, master of ceremonies.

Rev. Herde preached "a most eloquent sermon" in the German language, in which he dwelt in particular on the benefits derived by the faithful from the Church and the gratitude due to God for this favor.

Following the Mass and benediction, the large congregation joined in "Grosser Gott" with full hearts, the newspaper added.

Members of St. Joseph's Church choir reportedly sang at the occasion. It was noted that "many present remarked they had never heard this choir sing so well." However, others suggested that it was owing to the place and occasion, as well as to the extra efforts of the singers.

Throughout the following 20 years, one the active parishioners as well as an early member of this church was Henry Krehe, Sutter County pioneer.

Krehe was born on Aug. 7, 1828 in Oldenburg, Germany.

In 1849, he arrived in New York City and later worked on a dairy farm on Long Island where he learned the English language. Three years later, he decided to come to California. After sailing around Cape Horn, Krehe arrived in San Francisco on July 12, 1852.

For the next few years, he worked in the mines of Butte and Sierra Counties. He was also a joint owner in a mine, but later sold out to his partner. Krehe then moved to Sutter County where he purchased land about seven miles from Yuba City.

On Nov. 29, 1859, Krehe married Elizabeth Weidemeyer, also a native of

Germany. Three children were born of this union including son Joseph John and daughters Annie and Elizabeth.

Mrs. Krehe died on July 1, 1867 shortly after the birth of Elizabeth.

The following year Krehe married the former Johanna Maria Heier, a native of Germany. She and her two sisters had arrived in New York in 1866. Krehe met her while visiting friends, and the marriage took place on Oct. 8, 1868. They soon returned to California.

Three children were born of this union including a daughter Mary and sons Bernard and Henry.

During his years in Sutter County, Krehe accumulated up to 1300 acres of land. He also took into partnership a Swiss-German. Together they received as high as \$1 a pound for butter and \$1 a dozen for eggs. They reportedly found a good market for all they could offer at Marysville.

Although there were some scant and dry years, through his diligent efforts, Krehe eventually became successful in his dairy, farming and stock raising pursuits. In addition, he raised large quantities of wheat and barley.

All of the buildings including his residence, located on Township and Clark Road, were painted red — a tradition among many early day German people settling in America.

Throughout his lifetime, Krehe remained a devout Catholic. It's recorded that Eugene O'Connell, the first Bishop of Northern California, often visited Krehe's Sutter County home. A picture of him was prominently placed in the family parlor when they moved to San Jose in 1884.

Krehe remained in Santa Clara County until his death at the age of 93.

He maintained an interest in Sutter County until he divided the land among his six children. Each received 160 acres of choice land, a legacy due to Krehe's industrious and temperate lifetime.

Frederick Tarke — West Butte Pioneer

In the spring of 1851, a great deal of excitement was created by the discovery of gold strikes at Rich Bar located on the Feather River.

According to a story that has almost become legend, three Germans came down the river on a prospecting trip and camped for the night at the head of the bar.

While going for water, one of them passed over a high, barren bedrock at the mouth of French Creek and noticed that the "cracks and crevices of the rocks were literally filled with flakes of the precious metal."

The Germans immediately staked out three claims, so the story goes, and in the next four days took out a reported \$36,000 in nuggets and gold dust.

Although coverage of this strike may have been highly exaggerated, the news soon reached other miners and some accounts state that so rich was the gravel that claims on the bar itself were limited to 10 feet square.

Life at Rich Bar reached its height in the years 1852 and 1853. Over 2,500 people lived on the flat and on the hillsides in log cabins or tents.

During these turbulent years, the saloons were always crowded and gold dust was actually measured out for the drinks. No change was ever given or even expected, for that matter.

Everyone had money or at least gold dust.

Among the miners hoping to gain his fortune in the diggings at Rich Bar was Frederick Tarke, who was later to become a prominent resident of West Butte.

Frederick Peter Tarke was born in Germany in 1824. At 20 years of age, he emigrated to the United States, locating in St. Louis, where he found employment on a steamboat running on the Mississippi River.

During this time, however, he suffered from cholera and when he was later injured in a boiler explosion — which killed most of the men onboard — Tarke turned to a new trade of brick making.

As the news of the California goldfields spread rapidly throughout the states, Tarke, in company with Frederick Hoke, also from Germany, purchased six mules and followed the overland route to the golden state, arriving in 1850.

It was during the spring of 1851 that the excitement at Rich Bar enticed Tarke. Early in March he arrived in Sacramento. After purchasing some animals, he started forth on his prospecting venture.

While enroute to Rich Bar, Tarke encountered a severe snow storm. With depths of snow reaching 20 feet in places, it was virtually impossible to travel with his animals.

Despite these difficulties, Tarke persevered and decided to continue on foot, carrying 50 pounds of flour on his back.

After the storm subsided, Tarke reached his destination only to discover that the miners at Rich Bar were half starved and were actually giving gold for flour, pound for pound! With 50

pounds of flour, Tarke may have made a small fortune at that.

During the ensuing years, both Tarke and Hoke had “fair success” in their mining endeavors in Rough and Ready and Smartsville. By 1855, both were able to sell their interests and make a return trip to the states of Missouri and Iowa.

While in Iowa, Tarke married Marie Louise Stohlman. His friend Hoke married Louisa Erke. Both brides were natives of Germany.

Shortly after, the young couples spent their honeymoon enroute to California. In 1856, Tarke and Hoke purchased a squatter’s claim on West Butte.

By 1864, the Tarkes had accumulated a total of 500 acres and at this time, the property was divided with Hoke. Land was cleared by Chinese laborers and oxen teams. Boulders were neatly piled forming rock wall fences “snaking” across the land. These formations are still quite prevalent across the hills and base of the Sutter Buttes.

Tarke continued to add to his acreage until at one time his holdings comprised of 3,000 acres, one third of which consisted of wheat, barley, corn and potatoes. The remainder of the land was used for rolling pasture for the cattle and horses raised by Tarke.

In 1885, Tarke retired and returned to Europe to visit once more the scenes of his childhood. During this time, son Louis built an impressive, two-story villa on the ranch located on West Butte Road.

Upon their return to America, the Tarkes moved to Oakland, making occasional trips to their country home. It was during one of these sojourns in April of 1888 that Tarke was injured by

a horse.

According to newspaper accounts, Tarke was kicked in the abdomen by a vicious mare, which refused to have anything to do with her suckling colt. A Meridian doctor later arrived but felt that Tarke's condition was not bad and that he should recover soon.

Tarke's condition worsened, however. Before a summoned Colusa physician could reach him the following day, Tarke was dead.

The funeral took place at his West Butte residence. The value of his estate was estimated between \$200,000-\$300,000.

Although Tarke was unable to make his great fortune at Rich Bar, he left a far richer legacy to his family as well as to the annals of Sutter County history.

John Bihlman— an early-day Live Oak resident

Live Oak, the northernmost community in Sutter County, gained notoriety in its early years for alfalfa, dairying and fruit interests.

Rice was later added to the many products of this area known for its "unusually fertile and productive soil." Although alfalfa was the leading agricultural product, almonds, prunes, peaches and grapes were also grown extensively during the ensuing years.

The first known settler on the site of Live Oak station was A. M. McGrew who, in 1869, purchased the possessory claim of several squatters who were camping there. By 1879, nearly all of the town was located on his land. However, there were a few houses on the north side of the road on

land belonging to George Ramsdell and Hezekiah Luther, known as the "Father of Live Oak."

A store was opened by H. L. Gregory in 1874 near the track of the Oregon Division of the Central Pacific Railroad. A post office was also established that year in his store with Gregory serving as postmaster. Soon after, a warehouse, several houses, a blacksmith shop and saloon were added to the community.

By 1879, Live Oak boasted of a population of 125, including 25 Chinese. Other buildings established were a Wells Fargo and Company express office, a hotel and boarding house, a butcher and shoemaker shop, a Chinese washhouse, a schoolhouse, a hall and around 25 residences.

Religious services were conducted every second Sunday in the school building by circuit preachers of the Yuba City M. E. Church. Ministers of other denominations also pastored in the community.

Dances and lectures were occasionally presented in the hall for the entertainment of the local citizenry. And with the establishment of a railroad station in 1876, there was also a daily passenger and freight train service.

One of Live Oak's earliest settlers who realized the agricultural potential of the area was John George Bihlman, a native of Germany.

Bihlman was born on June 24, 1826 in Krozingen, Baden, Germany. He spent his youth in his native country, where he acquired skills in the tanner's trade. However, in 1848, because of a political upheaval in his homeland, Bihlman left his family and moved to Pennsylvania.

A year later, he moved to St.

Louis, Missouri, where he remained until 1852, when he drove an ox team across the plains to California.

Upon his arrival, he worked in the mines at Dutch Flat. Unsuccessful with this prospecting endeavor, he moved to Sutter County in 1855 where he worked on a ranch near Live Oak.

During the ensuing years, Bihlman accumulated large land holdings in Live Oak, where "he erected good buildings and made his home for the remainder of his life."

For many years he supplied wine to Marysville from his own vineyard. In addition, he was well known in the area for his wheat production.

In 1884, an article appeared in a local newspaper which stated that "in the office of Peacock and Hounson, we were shown a sample of wheat raised by Bihlman of Live Oak called Early Harvest. Peacock thinks it one of the finest samples of wheat thus far brought in this year."

The paper further related that "twenty-one sacks were sown and 500 sacks harvested... This new variety is plump and of the best color and will grade as No. 1 Club in Liverpool.

Bihlman wears a happy look when he talks of his wheat yield."

On Sept. 2, 1865, Bihlman married the former Sophia Ebermann, also a native of Germany. They became parents of five children, two of whom died in childhood.

In 1877, Bihlman built a two-story home on Larkin Road at the cost of \$4,000. Although some interior changes have been made, the residence has generally remained the same to this day.

Throughout his lifetime, Bihlman, a Democrat, took an active interest in politics, although he never sought public office. He served as a juror for a number of years and was a member of the Catholic Church.

On Nov. 6, 1894, Bihlman died in San Jose, where he had gone for medical treatment of Bright's Disease.

His remains were brought to Marysville, and services were conducted in St. Joseph's Cathedral.

It's been said that the aroma of the wine barrels still linger in the basement of the old family residence, serving as a vivid reminder of Bihlman, an early-day farmer who chose Live Oak for his home.

The Deal of the Day

Just in time for the holidays, the Museum is creating a new and exciting gift, and you can be part of the fun! The Museum Store will sell a deck of playing cards with photos of local historic places, a different one for each card, and a photo of the Sutter Buttes on the back.

You can sponsor a card and choose the label - "Sponsored by...", "In memory of...", or "Dedicated to..." In this way you can honor someone or advertise your business.

Sponsorships are \$50 each for cards 2 through 8; \$75 for cards 9 and 10, \$100 for face cards, and \$150 for aces or wild cards. The decks will sell for \$9 each.

Hurry!! The deadline for sponsoring a card is September 30.

Puzzling

U Z A W S R E E T N U L O V Z P
 A N R I D E O U T F P V P W S H
 X O K L M F C W M A R C U S E E
 E T L A Z W E H D A O R L I A R
 K G E F G Q V X A J X I N Y I Z
 R N M L A B O R T N P Q A O A L
 A I P E L E M W B E D I B L R M
 T H P E L X M I O T N L L P S T
 N T W W G A H N N R X S E Y X A
 Z I F J R L E E O L W T I R O G
 M W I A M B M F D E F W N O O U
 A B C A E A I J N A M R E G N T
 G K N H N L U Y R R B E C V F H
 U G P R A M R U X W E H E R K R
 Q W O C M E R I D I A N K B R I
 Z J N O I T A V O N E R L L L E



Bihlman	California
Chandler	Extension
German	Guthrie
Klempp	Krehe
Labor	Marcuse
Meridian	Ornament
Phebe	Railroad
Renovation	Rideout
Tarke	Volunteer
Withington	Zall



Coming Events

September

- At Work: The Art of California Labor* exhibit at the Museum
29 Woody Guthrie and His Times program at the Museum
7:00 p.m. -- Admission Free

October

- 16 Volunteer Appreciation Tea, 10 am, at the Museum
21 October Luncheon at the Bonanza Convention Center
11:30 Social -- 12:00 Lunch
Program: Barbara Stengel--The Expulsion of the Chinese from Nicolaus
22 *At Work: The Art of California Labor* exhibit closes
25 Christmas Ornament Workshop, 10 a.m., at the Museum
26 Preservation Series, 7 p.m., at the Museum
Kate and Eric Mackensen on their renovation of the Barr house

November

- 9 Christmas Ornament Workshop, 10 a.m., at the Museum

December

- 7 Decoration Day, 9 a.m., at the Museum (bring your shears & gloves)
8 Hors d'oeuvres Workshop
9 Trees and Traditions Christmas Gala at the Museum
17 Open House and Children's Program at the Museum