

BULLETIN



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(PHOTO COURTESY OF AMY EMKE & FAMILY)

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 Sutter County Museum

 suttercountymuseum

Our Mission

The Sutter County Museum shares local stories to strengthen community bonds, to inspire celebration of our diverse cultural heritage, and to demonstrate how understanding the past prepares us for the future.

About the Bulletin

The **Bulletin** is published quarterly by the Community Memorial Museum Association. Editors are Sharyl Simmons and Phyllis Smith. Payment of annual membership dues provides you with a subscription to the **Bulletin**.

Museum Association

The Association is a 501(c)(3) organization that fundraises and supports the operation of the Museum.

Applications to join are always accepted (available on the Museum's website). If you are interested in history and want to do something meaningful for our community, please consider applying! New applicants to the Association are approved by a vote of the full Association. Members serve for 4 year terms.

Current Association Members:

Mike Morris, President

Margit Sands, Vice President

Phyllis Smith, Secretary

Amber Milner, Treasurer

Carol Bordeaux

Randy Lavender

Manny Cardoza

Coleen Morris

Babs Cotter

Debbie Reid

Eric Gruenthal

Sukh Sidhu

Scott Hankins

Chuck Smith

Tony Kurlan

From the Director

So ... I'm not really sure what to write about for this issue. In mid-June we were able to re-open for 3 weeks with limited hours, then we had to close again due to our County being put on the State's watch list. It has been frustrating, to say the least.

Museum staff has been working during the closure. We've made progress on the inventory of artifacts in our collection. We've done research. We've worked on policies and procedures. There is an endless list of projects and things that need to be done. But it isn't the same without the public coming in to see exhibits, participate in programs, and shop in the Museum Store. Luckily, we have been able to continue offering our weekly Farmers Market on Wednesdays from 4pm-7pm. This has been important not only to keep the museum front and center in the community, but also to support our local farmers who have been impacted heavily by the pandemic.

I want to thank all of you for renewing your memberships when we launched our newly revamped program at the beginning of the year. I am sorry that we have not been able to offer all of the wonderful new benefits that we advertised. One of the benefits that we have offered our members for quite some time is changing due to the lack of revenue we have experienced due to the pandemic. Our Bulletin, which has been quarterly since publication began in the 1950s, is only going to come out 3 times per year for the next couple of years. As soon as we can, we'll get back to 4 issues.

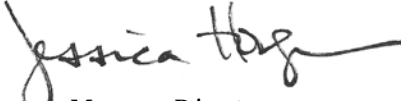
We're hoping to schedule some special shopping days in the Museum Store for our members this fall. It will depend of course on how the pandemic progresses, but we know that many of you do a lot of your holiday shopping at the Museum. If we can do this, we'll send a postcard to every member with details of our plan.

Trees & Traditions, our annual fundraiser for the last 40 years, has been canceled for 2020. We just couldn't see a safe way to have 200+ people in the building enjoying food and drink. This will mean another significant source of revenue is gone for this year.

This October marks the 45th birthday of the museum. We are asking our supporters to help us celebrate by donating \$45, one dollar for each year we have been open (or \$450, or \$4,500 ... You get the idea). Now more than ever your support is needed, to help us get through this crisis and still be the institution you know and love when we are able to reopen.

We still do not know when the Museum will be able to re-open. When we do, it will be cautiously and carefully, with a lot of thought about how to keep the public, our staff, and our volunteers safe and healthy.

I hope each and every one of you have made it through this with all your loved ones safe and healthy. More than ever, I'm looking forward to seeing you back at the Museum once it is safe to do so.


 Museum Director

Crowhurst Memorial Scholarship Essays

2020

Two Hundred Years of Transportation in Sutter County: Feet, Water, Wheels and Wings

*The Crowhurst Memorial Scholarship Award was established in 1979 in memory of Estelle Peirano Crowhurst, who was known for her column *The Diary of a Housewife*, which was published weekly in the *Independent Herald*, a Yuba City newspaper. The award is also a memorial to Estelle's son, Thomas J. Crowhurst, who excelled in journalistic writing, especially about sports. He wrote *The Sutter Notes*, a column for the *Appeal Democrat*, and contributed information for the sports pages. He also served as President of the Sutter County Historical Society.*

The scholarship is awarded to a talented high school student. Written in journalistic style, winning entries are based on fact and structure. The award continues now in conjunction with the Sutter County Museum as a means of involving more people in the appreciation of Sutter County history. Students interested in a career in journalism who feel they have creative literary talent are encouraged to participate in this scholarship opportunity.

Contents are edited lightly for grammar, not content.



MARNEE CROWHURST AND FIRST PLACE WINNER DOMINIC LEBLANC

Dominic LeBlanc
FIRST PLACE
RIVER VALLEY HIGH SCHOOL

A LEAP OF FAITH

years before the Wright Brothers took flight. This transportation revolution brought us to where we are today.

Brave pioneers shared the dream of a better life. Feet and water were the first transports that expanded this barren uncharted territory. In the beginning, most transportation was by foot, or horseback. The Maidu Indians in the 1800s staked this

for worldwide.

Wheels evolved from those on covered wagons to modern semis for transportation. The transcontinental railroad of 1869 joined our country from coast to coast. The land was rich, and early farms were widespread and most goods were transported by wagons and loaded onto ferry boats, steamboats, or steam powered

“Sometimes your only available transportation is a leap of faith.”

Margaret Shepard

Over 200 years ago, our ancestors dared to venture into the unknown frontier, optimistic that life would be better. They used their feet to walk next to their wagons, water for survival, and looked to the sky for their raptor friends to protect their crops. This journey, and their hopefulness, culminated in the establishment of Sutter County. John Sutter, our Swiss immigrant founder, formed this first Northern California agricultural farming complex in 1841. Wheat became their primary crop, followed by the growing of our famous peaches in the 1880s. In the early 1900s rice replaced wheat as the main crop, which still holds true to this day. John Sutter’s dreams led to our largest industry being agriculture. We became the home of the seedless grape, the first strain of wheat that could be transported over long distances, the cling peach, and the birth place in 1858 of John Montgomery who held the patent for the “aeroplane,” twenty

rich wonderland by foot in tandem with the abundant 240 miles of levees. These waterways used the first mode of transportation, log boats and canoes. The use of horses, and the invention of the wheel, allowed for our fertile valley to become the destination of wagon trains full of hopeful settlers, most of them walking their way to the chosen land. People staked their ground and men walked behind plows pulled by horses to produce the first crops. The limited space on horse-drawn wagons and bad roads would soon lead to the new reliance on water transportation to carry their goods to outlying markets. Transportation modes evolved but our use of water has defined our productivity to this day. The use of our available water was the single most productive improvement that our farmers used on their cropland. Our abundant waterways have led to expanded irrigation which has led to an extension of crop acreage that grows crops that we are now known

locomotives. The locomotives connected the west with the rest of the country. This was the first form of mechanized land transport and became the main mode of connection for the next 100 years. Those wheels carried both cargo and people in an expedited fashion, once only a dream of early settlers. Commodities from our county and others were opened up to major cities and the world market. Our agricultural community was profoundly affected when the automobile and trucks were used in Sutter County farms between 1913 and 1920. Trucks hauled goods, fertilizer, seeds, and fuels that all changed the production and selling of our commodities. Our goods are now transported to markets, packing plants and processing plants throughout the states and overseas.

Locally-born John Montgomery started the wings of evolution in 1858, but it wasn’t until around 1918 that airplanes were used

agriculturally. They were used for dusting, spraying, controlling insects and for remedying blights that affected our native crops. Today, rice growers use airplanes to fertilize, apply pesticides, and seed their crop. Airplanes reseed forests, help with wildfires, and transport our goods and people throughout the world.

For our forefathers who settled and developed our Sutter County home,

it took determination, courage and ingenuity. Rivers, roads, canals, and eventually railroads connected the west to the rest of the country and allowed for the transportation of goods from this new land. The transportation revolution allowed for the development of the wilderness. This revolution changed the efficiency in these newly-settled communities and satisfied man's need to dream of relocating and

exploring uncharted new territories. Sutter County was born because of this quest. Feet, water, wheels, and wings have transported us into this beautiful community that we call home, with a worldwide agricultural distinction that all started with a great leap of faith.



Mackenzie Van Valkenburgh

RUNNER UP

RIVER VALLEY HIGH SCHOOL

200 YEARS OF TRANSPORTATION IN SUTTER COUNTY: FEET, WATER, WHEELS AND WINGS

As one of the earliest established counties in California, Sutter County has seen a great number of historical developments in transportation from the time of its inception to the modern era. Before the invention of the automobile or airplane, the early days of transportation in Sutter County consisted of horse-pulled wagons and foot travel. Now, nearly two hundred years later, the county is home to three highways, a public transit system that connects it to its neighbors and an airport perfect for its small, agricultural setting.

The area that would become Sutter County was first inhabited by the Maidu Native Americans. The Maidu often used rivers as their form of transportation, traveling in dugout canoes; Sutter County's position between the Feather River and Sacramento River made it an optimal area for them to travel and settle. However, both rivers suffered a drastic increase in sediment during the gold rush. Caused by placer mining upstream, this buildup of sediment prevented the Sutter County section of the rivers from providing much useful transportation to settlers coming to the county.

Therefore, the settlers moving into Sutter County traveled by land, mostly in wagons. As these Sutter County settlers journeyed, they preferred to scale the Buttes rather than travel through the central valley, as the valley became so muddy that it would take longer to drag their wagons through the mud than it would be to follow trails over the Buttes. As a result, wagon trails still exist in the Sutter Buttes, with some becoming modern-day hiking trails. What once was a necessary path for travelers reaching their new home has now transformed into a method of transporting curious hikers through the history of Sutter County.

In the 1920s, as automobile ownership in Sutter County increased, major highways began to develop routes through Sutter County, bringing an influx of traffic through the relatively rural area. State Routes 99, 20 and 70 began to take on their current routes during the 1920s; State Route 99 was especially important, as it directly connected Yuba City, the largest city in Sutter County, to Sacramento.

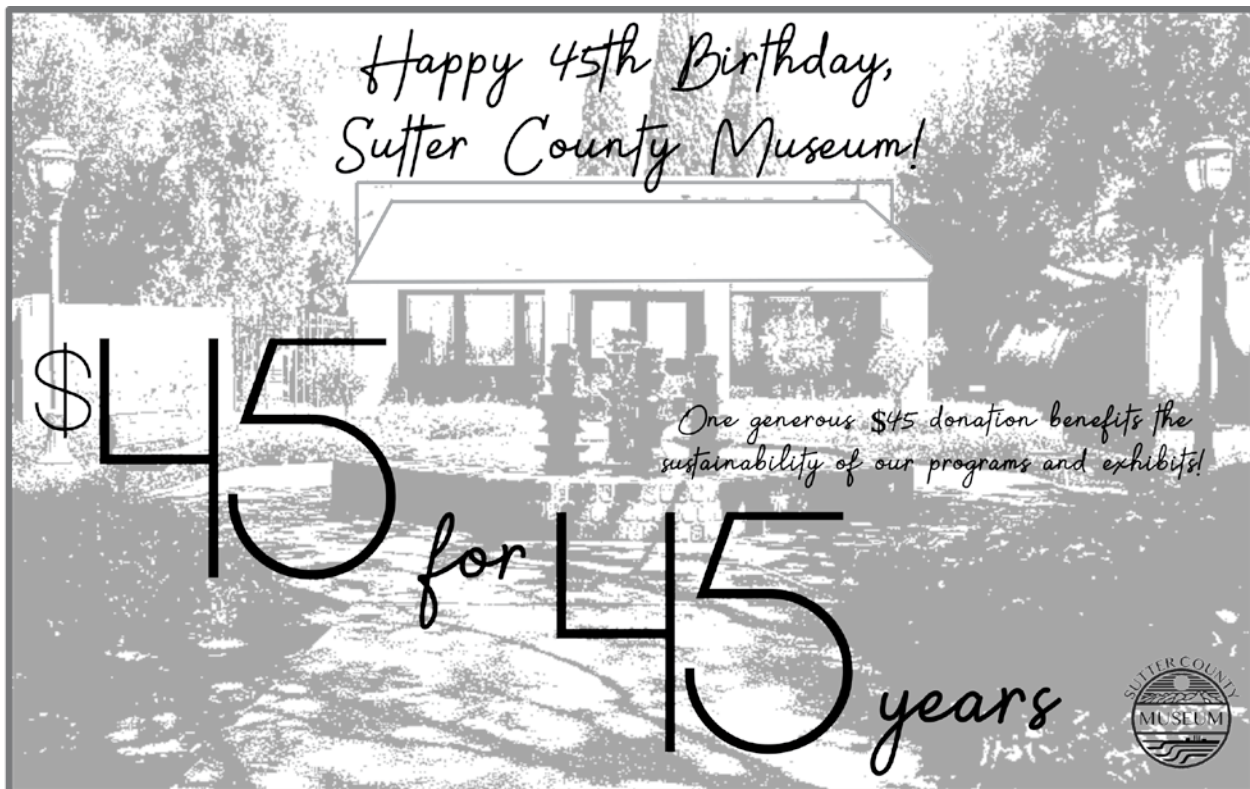
Around the same time that the highways in Sutter County were under construction, the county gained access to another form of transportation: flight. The

Sutter County Airport, established in 1947, mirrors its home county in terms of size and lack of traffic in comparison to Sacramento. However, that does not diminish its importance to Sutter County; this small airport is specifically important to the transportation of agricultural goods necessary to the abundant farms and orchards in Sutter County.

Highways provided Sutter County with connections to the more populous surrounding areas, such as Sacramento and Roseville, as well as major roadways that improved transport within Sutter County itself; in 1975, with the establishment of the Yuba-Sutter Transit organization, this trend of increasing accessible transportation continued. Yuba-Sutter Transit began under the name Hub Area Transit Authority as a taxi service for elderly and disabled persons within Sutter and Yuba Counties. After an expansion in 1982 and a later reversal of this expansion in 1988, Yuba-Sutter Transit was renamed to its current moniker and established fixed local routes in 1993. Since then, the organization has expanded its services to include dial-a-ride, six local, fixed routes and a commuter express and midday express with service that takes commuters from Sutter County to and from Sacramento. Mostly recently,

in January 2020, Yuba-Sutter Transit began offering free shuttle transport to Yuba College. These expansions not only improved the accessibility of transportation to low-income citizens, elders, students and disabled people within Sutter County, but allowed for greater connectivity with surrounding areas.

As we look forward to the future of transportation in Sutter County, we cannot expect to see the same level of growth as has occurred over the previous two hundred years; given that the creation of Sutter County happened during this time, it would be hard to replicate such a unique period of beginnings and change. However, this does not mean there are no exciting innovations on the horizon. The population of Sutter County is predicted to grow as time moves forward, indicating that an expansion of public transit will likely occur; there are plans to develop State Route 99 into an official Interstate Highway, which would increase traffic into and through Sutter County. Given the massive technological developments in the field of transportation over the past two hundred years of Sutter County's history, there is no telling what the future of the county's transportation could hold.



THE FEARLESS

By Carol Withington

From 1868 to 1889 four pioneering women were born who not only dreamed about their respective careers, but pursued them at a young age. One of them left a comfortable Sutter County residence in search of appearing on the Eastern stage. Two of the women lost their grandfathers through violent deaths. Three of them were in their teens when they began to fulfill their ambitions. All four of them were successful in their achievements.

This miniseries includes a bronc rider, a playwright and film writer, a stage actress and a sculptor. They never knew each other, but their lives will be forever woven into the fabric of our Yuba-Sutter history.

FOURSOME

HAZEL WEDDERIEN WALKER WARREN – Early Day Bronc Rider

During the last days of August 1860, tragedy struck the Wedderien family of Marysville. According to an account in the Daily National Democrat, Franz Heinrich Wedderien, a native of Germany, “accidentally shot himself while in a boat on the Feather River.” It appeared he was “rowing about” while hunting and, in drawing his gun towards him, one of the barrels went off and “emptied its contents into his side.”

In addition, Ben Green, who was on the shore at the time, reportedly went to his assistance immediately, according to the newspaper. The water was shallow so Green was able to convey the victim to his home. Unfortunately, Wedderien died a few hours later. He left a wife and three sons, ranging in ages from 3 to 8, and a five-month-old daughter.

Described as an “honest, hard-working man,” Wedderien, age 45, made his living by selling wood and raising chickens. A funeral took place at the family residence.

Among his sons was William Albert, who on January 27, 1883 married the former Mary Josephine Pennington in Marysville. The young couple first resided in the Oakland area, but in the early 1900s they returned to Marysville where they operated a Jersey Dairy. By this time, they had a son, William Elmore, and a daughter, Hazel Agnes, who was born in 1889.



WEDDERIEN FAMILY PHOTOGRAPH



HAZEL WALKER (STANDING) & BABE LEE, 1913 PENDLETON ROUND-UP (PHOTO COURTESY OF AMY EMKE & FAMILY)

EARLY RODEO BEGINNINGS

In all probability, it was while at the family ranch that Hazel first dreamed of a career in the rodeo. Although women had been riding in Wild West exhibition shows since the 1890s, it was not until 21-year-old Bertha Kaepernik mounted a bronc at the Cheyenne Frontier Days in 1904 that her wild ride launched a new era in rodeos. Two years later, women's bronc riding became an official Cheyenne event.

The timing was perfect for Hazel who, while in her late teens, traveled the early rodeo circuit where she competed in bronc busting, trick riding, relay races and pony races. Hazel was now well-qualified to participate in the Pendleton Round-Up during 1912 and 1913, where she placed second in the bucking contest. About this time, she married Frank Walker, a cowboy she had met during performances with the rodeo circuit.

During the first Calgary Stampede in 1912, Hazel rode her horse "Buttons." The event took place in September and had mixed success. It rained for several days and the stands were not covered. In addition, the daily schedule was "unreliable" – many events started later than promised. However, the many participants, including Hazel, persevered even though the muddy fields made it difficult for them during the various performances.

Two years later, Hazel, along with bronc rider Babe Lee, "dazzled the crowds during the Pendleton Round-Up with their daring athletic tricks on horseback." Each woman dressed distinctively during these events. They wore calf-length leather split riding skirts in order to allow them to comfortably sit astride a horse. These skirts were popular as early as the late 1800s and were worn by both Wild West and rodeo performers. Often these skirts were embellished with fringe, glass beads and brass studs with the wearer's initials. In addition, the riders wore colorful satin shirts with bright silk scarves and beaded gloves. Wide-brimmed hats completed their attire.

NAME CHANGE

By 1916, Hazel had divorced Walker and now was married to a bulldogger by the name of Warren. After the pair wed, Hazel officially changed her name to Peggy Warren. According to a feature in *Cow Girl Magazine*, Peggy won numerous rodeo championships during her career. Along the way, she also sustained many sprained ankles, fractured ribs and broken wrists. One of her most serious injuries took place in October 1916 at a rodeo in Great Falls, Montana while participating in an event called the "race for a bride."

Peggy raced for the lead but in no

time other riders caught up to her. They "flanked" her on both sides and, unfortunately, Peggy's horse was spooked and stumbled and soon after fell and rolled on top of her. She was left unconscious on the ground. Undisturbed, Peggy later remarked that "any ride can end badly," adding that "if nothing is broken, you shake it off and get back in the race as fast as you can." This well could be the motto of the majority of rodeo performers even today. They know the dangers, but still continue until it's time to make the decision to retire.

END OF THE TRAIL

In the early 1920s Peggy Warren stopped rodeo riding and moved to Garfield County, Washington where she reportedly lived out the rest of her life with her family. And whether she is remembered as Hazel Walker or Peggy Warren, she will always remain that young girl who dreamed big dreams on her parent's Jersey Dairy and ultimately was successful in her pursuits as an early-day bronc rider.

Although Peggy only knew her grandfather Franz through stories handed down from her family, she was not alone. Gladys Buchanan Unger, who is featured next, also lost her grandfather through a tragic event.

GLADYS BUCHANAN UNGER – Artist, Playwright and Film Writer

During late November of 1851, a number of murders occurred in the areas surrounding Yuba County. Sheriff Robert Bloomer Buchanan, along with his posse, began searching the Sonoran Camp located on the Yuba River. It was thought that some of the suspected murderers were living in that vicinity.

As they approached the area, Buchanan was shot while getting through a fence. Although he was thought to have made a full recovery after the incident, the young sheriff lingered in ill health for several years as a result of the gunshot wound that never completely healed. Buchanan died on June 10, 1855 at the age of 33 leaving his widow Minerva, who six months later gave birth to a daughter, christened Minerva but known as Minnie.

Buchanan had been appointed sheriff by Judge Stephen J. Field in 1850 when T. C. Twitchell turned down the position. He was later duly elected sheriff in April 1850. Over a short span of years, Buchanan had the foresight to purchase large amounts of land from some of the proprietors of the Nye Ranch which later became part of the City of Marysville. The young sheriff died a wealthy man which greatly benefitted his widow and daughter.

Minnie was able to attend the best schools during her young life which included Mrs. Poston's Seminary on E Street in Marysville and later Mill's College in Oakland where she graduated in 1878. For some time, Minnie was a Dramatic Critic for the *San Francisco Examiner*. She met and later married Frank Unger, owner of the Bohemian Club in San Francisco. Although the marriage did not last, from this union was the birth of daughter Gladys Buchanan Unger on September 16, 1882.

EARLY BEGINNINGS

When Gladys was three years old, Minnie took her to London. It is said that young Gladys was already showing an interest in drawing and painting. It appears she exhibited such talent that she was accepted at South Hampstead School, an independent day school, open to girls aged 4-18 located in northwest London. Since 1876, it was the school's conviction that "all girls have an intuitive spark that's unique to them." It was, therefore, the school's duty to "help find that spark and light the fire to fuel a lifetime's achievement." And during those school years, young Gladys not only gained a passion for reading but her writing skills also began to evolve.

In 1895, Gladys moved to Paris with her mother who was also talented in art and wished to continue her studies. Minnie eventually met and married Jules Goodman, a painter. In the meantime, Gladys enrolled in an art course at the Julian Academy where she became a pupil of the well-known miniature artist Mademoiselle Debillemont-Chardon. Although she excelled

in portrait paintings, Gladys became more interested in writing plays. And while art would continue to be a hobby for Gladys, the theater now became her major focus.

OPENING ACTS

Edmond Kean, a one-act play, was accepted and performed at the Vaudeville Theatre in London in 1902, becoming the first of many productions for Gladys Buchanan Unger. In 1907, *Mr. Sheridan* was reviewed in *Lloyds Weekly News* as follows: “In her new play, *Mr. Sheridan*, dealing with incidents in the life of Richard Brinsley Sheridan, and brought out at the Garrick Theatre, London ... Miss Gladys Unger carries us back to the period 1795 ... The new piece had a favorable reception.”

A year later, *Love Watches*, a comedy from a book by French author Robert de Flers and adapted by Gladys Unger, opened on August 27, 1908 at the Lyceum Theatre. The play closed on January 1909 and had a total of 172 performances. Billie Burke debuted as Jacqueline and would much later be remembered as Glinda, the Good Witch in the 1939 film *The Wizard of Oz*.

By 1910, Gladys had already distinguished herself as a successful playwright with productions that included comedies as well as musicals. An article appeared in *Every Woman's Encyclopaedia* that year that focused on women dramatists of the time. The article pointed out that “Although she has not reached the thirties, Miss Unger has several successful plays to her credit ... Miss Unger is a strenuous worker and is a familiar figure in the British Museum Reading Room, where she has spent many hours studying romance ... She is reported to have said that it had taken her ten years to assimilate Sir Arthur Wing Pinero's advice to her at the outset of her literary career — 'write only of what you know.'”

FROM STAGE PLAYS TO THE SCREEN

In 1920, Gladys married Kai K. Ardaschir, a dramatic collaborator, in London. By the late 1920s, several of her plays were being adapted to the screen. Among them were *The Goldfish* and *The Divine Woman*, a 1928 silent film based on her play *Starlight* with Greta Garbo in the starring role. The story was patterned on the life of Sarah Bernhardt. *The Divine Woman* has been listed by the American Film Institute as one of the ten most important lost films of the silent era. There is only one reel in existence.

While living in Hollywood, Gladys collaborated with Cecil B. DeMille on his first two talkies, the 1929 film *Dynamite* and the 1930 film *Madame*



GLADYS UNGER C. 1913
(CREDIT: LIBRARY OF CONGRESS)

Satan, described as an “outrageous product of 1920s decadence with the occasionally witty dialogue which was probably Gladys Unger’s contribution to the screenplay.”

In 1936, *Sylvia Scarlett*, an adaption by Gladys, was released in January and starred Katharine Hepburn and Cary Grant in their first movie together. One reviewer stated “even though it doesn’t have much in common with the very interesting novel it is based on, it is still a very good and surprisingly dark movie.” Another reviewer thought that the film did not do that well but it did pave the way for Cary Grant to develop into the great actor he was destined to become. Grant and Hepburn would appear in three more films, much to the delight of movie buffs who enjoyed their many antics.

In 1937, Gladys Unger, along with Garnett Weston, co-wrote *Daughter of Shanghai*, starring Anna May Wong and Philip Ahn. What made this film unique was that Asian-Americans played the leading roles. During the 1930s, white actors typically played Asian characters in films. *Daughter of Shanghai* broke that tradition. In fact, this film became the perfect “vehicle” for Anna May Wong, the first Asian-American woman to become a star of the Hollywood cinema in both silent and talking films. And to also add to the importance of the *Daughter of Shanghai* movie, in 2006 this film was selected for preservation in the United States National Film Registry by the Library Congress as being “culturally, historically or aesthetically significant.”

THE CLOSING CURTAIN

Gladys Buchanan Unger died on May 25, 1940 at the Medical Arts Center in Manhattan at the age of 55. Her life had been a full and productive one. From 1907 to 1933 she is credited with 25 Broadway stage plays. In addition, thirty of her plays were adapted into films. She appeared to have followed that advice from that English playwright and actor Sir Arthur Wing Pinero to “write only of what you know.” And that along with her innate abilities proved to be a winning combination. Buried in the Woodlawn Cemetery in Bronx, New York, her tombstone reads:

BENEATH THIS
STONE DOTH LIE
AS MUCH BEAUTY
AS COULD DIE



GLADYS UNGER EPITAPH (SOURCE: FIND A GRAVE)

NANNIE CRADDOCK – A Theatrical Career on the Eastern Stage

THE CRADDOCK FAMILY

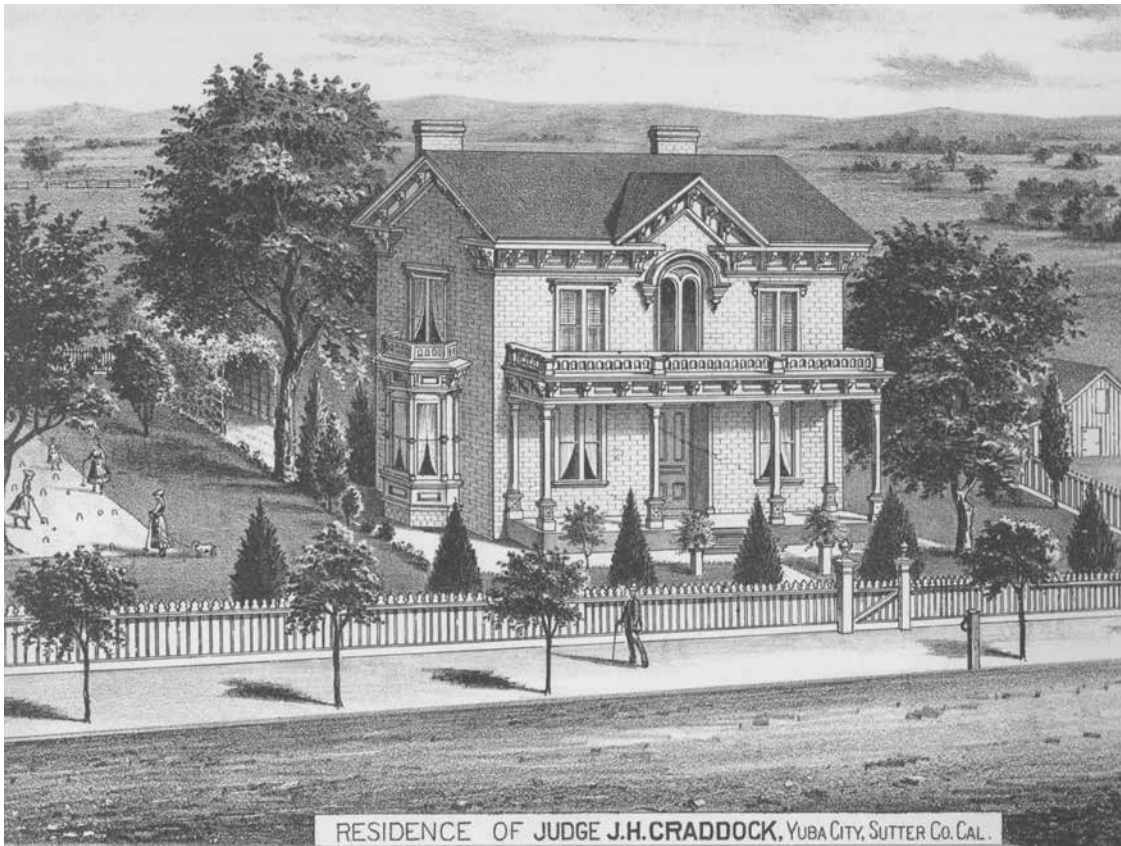
When Jesse Harrison Craddock first arrived in California in 1860, he probably never imagined he would eventually become a Sutter County Judge. A native of Hart County, Kentucky, Craddock first settled in Yuba County where he worked as a telegrapher with the Western Union Company which, in 1879, was the only line operating in Marysville.

On October 9, 1865, Craddock married Nancy Ann Trego, a native of Vincennes, Indiana. Two years later the couple moved to Sutter County. During that time, Elsie V., the first of four daughters, was born. On September 7, 1868, Nancy (Nannie) Trego was added to the Craddock family.

A year later, Governor Henry H. Haight appointed

Craddock to serve as the Sutter County Judge. He was elected to this office in 1871 and four years later was re-elected for a second term. During this time, daughters Mattie W., born 1870, and Mary E., born 1871, rounded out the Craddock family, necessitating a larger residence.

According to *The Survivors* Craddock either built his home on Second Street in Yuba City or improved and enlarged an existing one on the approximately two acres that he purchased from J.M. Fronk in 1872. Regardless, the Craddock home became known as “one of the finest in Yuba City” during their occupancy. And best of all, Craddock had only a brief walk to the Sutter County Courthouse.



CRADDOCK HOUSE (SOURCE: HISTORY OF SUTTER COUNTY)

A depiction of this residence in Thompson & West’s *History of Sutter County* portrays the four daughters playing croquet at the side of the home. A tiny dog on a leash standing in back of one of the girls watches the playful activities. And who would ever know that one of these sisters would leave this family while in her late teens to pursue an acting career on the Eastern stage?

EARLY CAREER

Although the exact year Nannie moved to New York City is unknown, we do know that she soon after became a member of the Edward Smith (E.S.) Willard Repertory, which toured the United States under the management of Albert M. (A.M.) Palmer.

One of Nannie's earliest acting roles was in *Partners*, a play by Robert Williams Buchanan, an English dramatist, poet and novelist. And although she was making some progress in her career, Nannie decided she still required additional training.

By Fall of 1888, she became a pupil of the Department of Instruction of the Madison-Square Theater in New York City. Dion Boucicault, an Irish-American playwright and actor, accepted the position as A.M. Palmer's resident head of this school. After ten weeks of intense study, the December 6, 1888 Amusements column in the *New York Times* described the acting knowledge gained by the students under Boucicault's supervision as follows:

There was a great deal of applause for Boucicault who made a speech in which he likened the new school of acting to the Paris observatory and explained his method of imparting instructions. Four of the young women deserve kindly remarks for work that was good enough for mere beginners. Among them is Nannie Craddock. She is the most promising of the school as far as the public knows ... There is probably a future on the stage for Miss Craddock.

STAGE PRESENCE

It appears Nannie had made the right decision in her ten-week training as she was chosen to play an important role in the one-act production by Augustus Thomas *A Man of the World*, which featured Maurice Barrymore, patriarch of the famed Barrymore acting family. This "new and original comedietta" opened on October 30, 1889 at the Madison-Square Theater. The play was written expressly for Barrymore, who played the role of Captain Bradley. Nannie was often cast as Mrs. Clay Willard during the play's run, which consistently received rave reviews.

On April 1, 1890, the original production of *Alabama*, also by Augustus Thomas, was produced by A.M.

Palmer's Company and staged in the Madison-Square Theater. Nannie played Atlanta Moberly with Barrymore in the starring role as Captain Davenport. According to *Spirit of the Time* publication, "the cast is perfect, the scenery charming; the play has every possible advantage, and we predict that it will be one of the greatest successes of this theater of dramatic miracles." The prediction was correct – the play was a total success.

CAST OF CHARACTERS

*In the original production, Madison Square Theater,
April 1, 1890.*

COLONEL PRESTON, an old planter,	MR. J. H. STODDARDT.
COLONEL MOBERLY, a relic of the Confederacy,	MR. E. M. HOLLAND.
SQUIRE TUCKER, a Taladega County justice,	MR. CHARLES L. HARRIS.
CAPTAIN DAVENPORT, a Northern railroad man,	MR. MAURICE BARRYMORE.
MR. ARMSTRONG, his agent,	MR. EDWARD BELL.
LATHEROP PAGE, a Southern boy,	MR. HENRY WOODRUFF.
RAYMOND PAGE, a party of business,	MR. WALDEN RAMSEY.
DECATUR, an ante-bellum servant,	MR. REUB. FOX.
MRS. PAGE, a widow who thinks twice,	MISS MAY BROOKYN.
MRS. STOCKTON, another widow,	MISS ANNE GREGORY.
CAREY PRESTON, an Alabama blossom,	MISS AGNES MILLER.
ATLANTA MOBERLY, Colonel Moberly's daughter,	MISS NANNIE CRADDOCK.

ALABAMA CAST LIST

One can only imagine what Nannie must have felt being cast once again with Maurice Barrymore, who by this time had distinguished himself as a leading stage actor. However, Nannie's life as a struggling actress was not always that easy. She was part of a major influx of women who sought careers in theater during the late 1880s.

Theater seasons lasted 30 to 40 weeks a year. Many would now have to search for other work. In addition, life on the road was often difficult, and low pay combined with travel costs and small venues discouraged many an actress. Unlike Nannie, most were unable to attend drama schools. They would have to go from office to office looking for casting roles. Of course, there was also that glamour and excitement that appealed to so many women while they were on stage.

Thus, Nannie continued to tour with the E.S. Willard Repertory, both in England and the United States.

In fact, she was close to home according to a short announcement that appeared in the *Sacramento Daily Record-Union* on August 24, 1890 which reported that “Nannie Craddock, who was here with the A.M. Palmer Company, is a native of Marysville.” Hopefully, some of the family members were in attendance to see her performance.

ENTER FREDERICK TYLER

In 1895, life would change for Nannie. While once again playing the role of Atlanta Moberly in a revival of *Alabama* at the Garrick Theater in London, she was cast with Frederick H. Tyler, her future husband, who played the part of Squire Tucker. By March 10, 1899, word was received in the Yuba-Sutter area that Nannie had married Tyler in the St. George Hanover Square Church in Middlesex, London. A local newspaper announced “that pretty little California girl who for several seasons was a member of E.S. Willard’s Company slipped out of her apartments and married Fred Tyler, a member of the Haymarket Theater Co. . .”

As her husband continued to be cast in a variety of roles spanning the years 1890-1916, Nannie had already reached her peak and was offered fewer roles in plays. Perhaps her husband’s success was enough for her. The year 1908 became a pivotal one for Tyler when he performed in the cast of *The Jesters* which starred Maude Adams, one of the leading stage actresses of the early 20th century. In addition, she was the highest-paid performer of her day.

The part of Parker Jennings in *Jack Straw* by Somerset Maugham would also prove invaluable for Tyler. With 112 performances from September 14 through December 1908, the role of Jack Straw was played by John Drew Jr., uncle of Lionel, Ethel and John Barrymore. According to the *New York Times* review in the September 15, 1908 edition, “although with lesser opportunities Fred Tyler was conspicuously successful in his role as Mr. Parker Jennings.”

THE CLOSING CURTAIN

Extensive research did not reveal additional information regarding the Tylers over the ensuing years. What is known is that they moved to Los Angeles and eventually purchased a home. According to her Certificate of Death, Nancy (Nannie) Trego Tyler died on January 25, 1942 of a coronary artery thrombosis. She was widowed at the time, listed as a housewife, and had lived at her residence on South Crescent Heights Boulevard for 16 years. Nannie was buried at Forest Lawn.

It took a special pioneering spirit to leave the comforts of a beautiful residence and loving family and community to pursue a career on the Eastern stage. But Nannie did just that. And best of all, she was cast twice with Maurice Barrymore!

ALICE LOUISE RIDEOUT – An Accomplished Sculptor

The year 1874 was significant in the life of James Ransom Rideout, a resident of Marysville. For one thing, he invested in a new line of steamers along with D.E. Knight and W.T. Ellis. But the most exciting event of all was the birth of his daughter Alice Louise.

For many years, Rideout served as Captain of the freight and passenger boats that ran up the Sacramento and Feather Rivers. A native of Maine, he was also the brother of Norman D. Rideout and Benjamin Rideout.



ALICE RIDEOUT (PHOTO: WIKIPEDIA)

EARLY DREAMS

At an early age, Alice's family moved to San Francisco where she later attended the Broadway Grammar School. It is said that Alice enjoyed sculpting at an early age. Her friends often made fun of her for "dabbling in mud" so Alice turned to woodworking. In fact, she fashioned a railway train out of old cotton spools that eventually became "the talk of the Broadway Grammar School" by faculty and students alike.

When Alice attended high school, her art teacher recognized her potential and recommended her to the sculptor Rupert Schmid. She worked at his studio every afternoon and spent her mornings at the high school. Upon graduation, she attended the San Francisco School of Design where she studied sculpting for two years.

On August 20, 1891, a public competition, open to female

sculptors, was announced by the Board of Lady Managers of the World's Columbian Exposition of 1893. The winner would become the official sculptor of the Woman's Building, according to the Circular. Designs submitted would be in the form of miniature models or by original drawings. In addition, one group of figures must be in high relief to fill the pediment over the main entrance, while another group of statuary would be standing free above the attic cornice.

Seventeen women entered the competition, including Alice Rideout, who had sent groups of models to illustrate "both woman's admirable self-sacrifice and keen intelligence." By November, all entries were gathered and carefully judged and critiqued. After two weeks of consideration, on December 4 Alice was pronounced the winner. It appears the judges found her work to be "far in advance of the remainder of those who submitted models."

A RELUCTANT RIDEOUT

The issue began when the nineteen-year-old Alice was informed that she must execute her work at the Fair in Chicago. This was not included in the Circular. In fact, she was told that she must come at once. However, over the next four months, Alice refused the requests to come to Chicago. For one thing, she was uncertain about traveling alone. Urgent letters from Chicago were answered with refusals from San Francisco. That is until March, when it was decided by Daniel Burnham, the Chief of Construction, and Bertha Palmer, the President of the Board of Lady Managers that "maybe the contract will not be given to Alice." She might be dropped for someone else. This letter was quickly acknowledged. Three weeks later, Alice Rideout arrived and signed her contract for \$8,200. Someone noted later that "it took Miss Rideout longer to come to the Fair than it did to execute her sculptures."

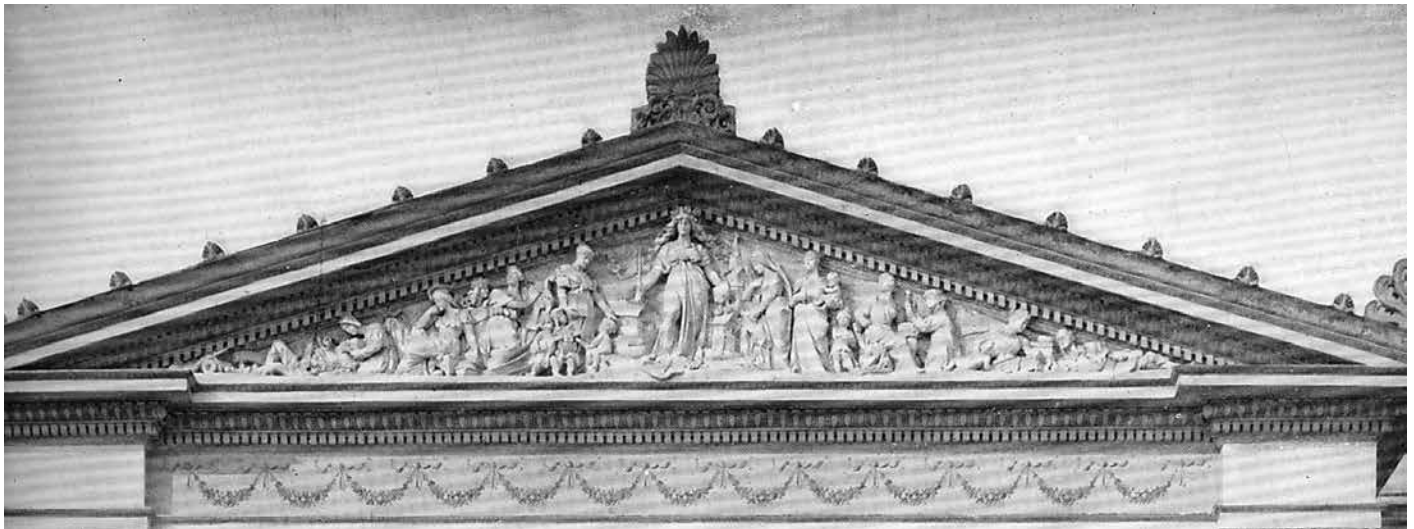


ALICE RIDEOUT AT JACKSON PARK (PHOTO: REKINDLEDSTORIES.ORG)

A MAJOR ACCOMPLISHMENT

According to the Women's Architectural Arts, Alice's twelve-foot allegorical statuary groups adorned the four corners of the Woman's Building. The "enlightenment" group consisted of "the Spirit of Civilization holding the Torch of Wisdom" whereby Alice depicted a student at her right and a woman at her left "struggling through darkness for the light." The Three

Virtues group depicted a central figure of “innocence.” In this group Charity was side by side with Virtue, and Sacrifice was further symbolized by a nun, placing her jewels on the altar. The center of a 45-foot long pediment depicted Minerva with Wisdom’s owl at her feet, and on either side, the work of women in the progress of civilization was typified by literature, art and home life.



RIDEOUT PEDIMENT OVER THE ENTRANCE TO THE WOMEN'S BUILDING (PHOTO - WIKIPEDIA)

Over 700,000 people attended the exposition, which ran from May 1, 1893 to October 30, 1893. Alice remained in Chicago during the entire event. A San Francisco newspaper reflected the pride of her city in the young sculptor which read:

Miss Rideout is very girlish and unassuming. Perhaps her unconsciousness of her own ability is one of her greatest charms. There is no doubt as to her possessing this ability. Her energy, combined with her youth, which leaves her so many years in which to study her work, will no doubt make this name a great one before another twenty years have passed over her head.

After the Fair, Alice returned to San Francisco where she eventually married Fred Canady. She then moved to New York, where she reportedly remarried and simply “disappeared from history.” Why she never returned to sculpting is a mystery that has never been solved.

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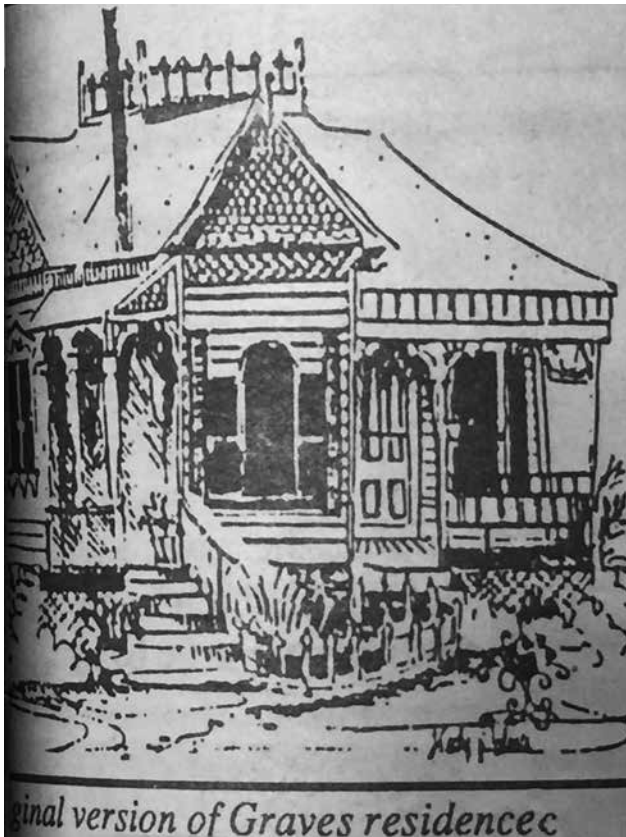
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Trowbridge, California

A Historical Context of a Railroad Crossing Town in Sutter County

By A.R. Fowler

NOTE: A.R., a graduate student in Museum Studies at CSU, Sacramento was an intern for the Museum – a very industrious intern who helped us tremendously in our collection inventory during his time at the Museum. For one of his classes he did a study of Trowbridge in south Sutter County and, happily, chose to share it with the Museum. This is the kind of report that is done to determine the role a specific location played in the overall history of the region usually before development that would impact its historical significance. With his permission, it is reproduced here.



Original version of Graves residence
SKETCH OF THE ORIGINAL GRAVES HOUSE

Trowbridge in Sutter County, California is a small railroad crossing with a distinct past. Trowbridge's context remains that of a settlement with a railroad crossing surrounded by rice agriculture, but the settlement has lost characteristic features from its past. Trowbridge arose as a railroad crossing town on the Western Pacific Railroad line from Salt Lake City, Utah to San Francisco, California with its own station, only to shrink in less than a century into a suburb of East Nicolaus, California.

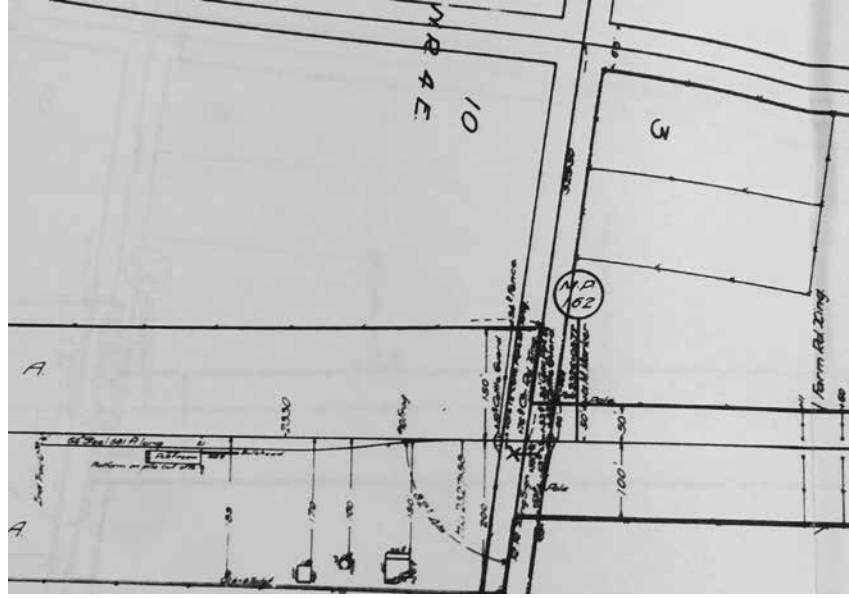
Trowbridge lies within sections 3, 4, 9, and 10 of Township 12 North, Range 4 East of the Mount Diablo Meridian. Trowbridge's future site in 1860 depicted a partially developed agricultural area with scattered homesteads, a few marked roads, and some noted natural and developed features. The Trowbridge area remained undeveloped aside from a few marked roads, and by 1873, sections 3 and 4 had been divided into various subdivisions. Charles Augustus Graves constructed the first known building on the future site of Trowbridge in 1887. The Graves residence was a cross-gable Queen Anne spindlework-style located on the northeast corner of the intersection of Nicolaus and Pacific Avenues, which came to define and divide the future settlement.¹

The Graves House had a water box that travelers going from Lincoln in the east to Nicolaus in the west used to water their animals, but Trowbridge would not exist until the arrival of the Western Pacific Railroad. The Western Pacific was formally incorporated on March 6, 1903 as the last of the great transcontinental railway companies, and quickly focused on building a mainline that extended from

¹ Bureau of Land Management, *Map of Township No. 12 North, Range No. 4 East (Mount Diablo Meridian)* (San Francisco, California: General Surveyor's Office, 1860); Bureau of Land Management, *Map of Township No. 12 North, Range No. 4 East of Mount Diablo Meridian* (San Francisco, California: General Surveyor's Office, 1873); Genevieve Graves Hawley, "Trowbridge-A New Settlement," *The South Sutter Connection* 1, no. 8 (September 1991): 16; See Image 1, appendices i.

San Francisco to Salt Lake City. The future site of Trowbridge existed along this route, and Charles Graves deeded the necessary property for the Western Pacific to build its rail line through the area on April 16, 1909. The Western Pacific finished building a single lane of rail track by 1910 that spurred on the establishment and development of Trowbridge as a distinct entity centered on the intersection next to the rails of Nicolaus and Pacific Avenue.²

The Western Pacific track allowed surrounding agricultural commerce to shift away from transporting agricultural products to distant Nicolaus on the Feather River, and instead use the nearby railroad crossing on Nicolaus Avenue next to the Graves residence. Francis B. Pierce moved to Trowbridge from Nicolaus in 1912 to take advantage of the economic shift, and he built a general store at the southeast corner of the Nicolaus and Pacific Avenues intersection. Trowbridge came into existence because of Pierce's store, and the town took its name from the now long defunct Trowbridge and Hill land firm. Pierce expanded his business interests and the town itself at the same time with the construction of two warehouses next to the Western Pacific rail, and erected his home to the east of the store in 1912.³



WESTERN PACIFIC STATION PLAT OF TROWBRIDGE STATION, 1913

The Western Pacific noticed the growth of Trowbridge and drew up a station plat in 1913 to expand the company's business interests in the area, and created a freight stop for the loading of agricultural goods in the form of rice. The Trowbridge Station consisted of a platform on a siding from the main line with a station house, bunk house, and standing windmill placed shortly south of the railroad crossing on Nicolaus Avenue. Trowbridge's store also served as the local post office by 1915 with Margaret Pierce as the first postmaster with the mail delivered and dispatched by train. By 1918, Pierce's store supplied Shell gasoline at one pump to service increasing automobile traffic. Trowbridge's rising economic prosperity attracted the attention of Standard Oil of

California, later Chevron, and by 1917, Standard Oil built a plant across the tracks from the Graves house.⁴

Farmers near Trowbridge focused on the production of rice and wheat crops, and the Pierce store became a local hangout during the winter because the oil stove inside provided hours of warmth to cold farmers. Francis Pierce furthered the expansion of Trowbridge in 1918 by constructing a house for his son Lyndon Pierce south of the Pierce store on Pacific Avenue. Lyndon Pierce inherited the store in 1932 and added two gas pumps with an overhang roof. The younger Pierce sourced produce supplies by travelling to Sacramento until the late 1940s when wholesalers started delivering to Trowbridge. Francis Pierce remained in Trowbridge

² Hawley, "Trowbridge," 1; David F. Myrick, *Railroads of Nevada and Eastern California* (Berkeley, California: Hewell-North Books, 1962), 1:316; United States Geological Survey. *Nicolaus Quadrangle, California* [map]. 1:31680. Washington D.C.: USGS, 1910.

³ Greg Glosser, "The Trowbridge Store," *Sutter County Historical Society News Bulletin* 36, no. 4 (October 1995), 20; Robert Curry, "Trowbridge: Post Office Lone Survivor," *Sutter County Historical Society News Bulletin* 20, no. 1 (January 1981), 21; Harold E. Salley, *History of California Post Offices 1849-1976* (La Mesa, California: Postal History Associates Inc., 1977), 225.

⁴ See Map 1, appendices i; Salley, "California Post Offices," 225; Hawley, "Trowbridge," 16.

and by 1937 was in control of the People's Warehouse that stored rice and wheat from local farmers for transport aboard Western Pacific freight trains. The people of Trowbridge travelled to East Nicolaus for non-produce goods and books at the Wise's Hotel until a fire in 1964 utterly destroyed the building and forced residents to travel farther.⁵

Trowbridge expanded by 1952 to include at least three more residences and two or more structures centered on the intersection and the railroad crossing. Lyndon's son Don inherited the Pierce Store in 1952, and he expanded the family business to include television repairs and operation of the local phone lines. The Western Pacific built a double track next to Trowbridge that merged into one right before the railroad crossing on Nicolaus Avenue with a new larger siding and station over the old. The Western Pacific also built a small siding away from the main rail line just south of Trowbridge with six unknown constructions surrounding it. Trowbridge became an evacuation point for the residents of south Sutter County in 1955 when the Feather River broke its banks and covered vast tracts of Sutter and

Yuba County with floodwater all the way up to East Nicolaus.⁶



AERIAL SURVEY OF TROWBRIDGE, CALIFORNIA
DATED JUNE 29, 1968

Trowbridge's decline began with the construction of the East Nicolaus High School at the northeast section of the Nicolaus and Pacific Avenue intersection in 1970. The Pierce store and post office faced rising utility costs, and East Nicolaus High School opened with a snack bar that severely cut into the store's profits. The Pierce premises shut down in 1980, and the empty building remained in use by the local community courtesy of the still-functional oil stove.⁷

Trowbridge's economic survival

as a freight stop on the Western Pacific's mainline ended when the

Union Pacific Railway Company merged the Western Pacific Railway Company's assets as its own in 1982. Tragedy struck Trowbridge in 1987 when the century-old Graves House burned to the ground leaving only the water box surviving from its time of construction, and the Pierce store was condemned in the same year. The Union Pacific stripped away the Western Pacific spur just south of

Trowbridge between 1981 and 1992, and the land reverted to agricultural use. By 1998 the Pierce premises vanished and transformed into an empty lot, and the Union Pacific removed Trowbridge's station and double track sometime between 1992 and September 16, 1998. Trowbridge post-1998 has seen no growth, and the little railroad crossing town remains dominated by rice agriculture and the East Nicolaus High School.⁸

Trowbridge developed as a small settlement that gained a freight

⁵ Christine Brown Bolling, "Trowbridge family 'Remembers When,'" *The South Sutter Connection* 5, no. 3 (March 1995), 20; Curry, "Trowbridge Post Office," 22; Railroad Commission of the State of California and F.B. Pierce, *Annual Report of People's Warehouse of F. B. Pierce of Trowbridge, California, 1937*, Inventory of the Public Utilities Commission. Annual Reports of Utilities Records: Part I, California State Archives; Glosser, "Trowbridge Store," 20.

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⁷ Curry, "Trowbridge: Post Office," 21; Glosser, "Trowbridge Store," 21.

⁸ Ernest Holsendorph, "Three Railroads Given Approval By I.C.C. To Merge In West," *The New York Times*, September 14,

platform on a railroad crossing on the Western Pacific main line going to San Francisco only to shrink with the loss of the station and store/post office. Trowbridge in the present, as of February 13, 2020, exists as a suburb of East Nicolaus as evidenced by the presence of the East Nicolaus High School that dominates the surrounding area and was partially responsible for the closure of the store. The area surrounding Trowbridge remains mostly agricultural, devoted to the production of rice, while the railroad crossing exists as a single freight track under the ownership of the Union Pacific Railway Company. Trowbridge holds no known surviving properties with any significance under the criteria of the National Register, and the town exists as a sleepy agricultural settlement on a railroad crossing.

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- ACTRESS**
- AERIAL**
- ALLEGORY**
- CHICAGO**
- CRADDOCK**
- CROQUET**
- DOMINIC**
- FAIR**
- FOWLER**
- LONDON**
- NYE**
- PLAYWRIGHT**
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If you haven't signed up for our **eNewsletter** yet,
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It's the best way to keep informed on how COVID-19 is impacting the Museum, particularly our open hours and public programs.

Just visit our website at

www.suttercountymuseum.org and scroll to the bottom.

You'll see the box to sign up.