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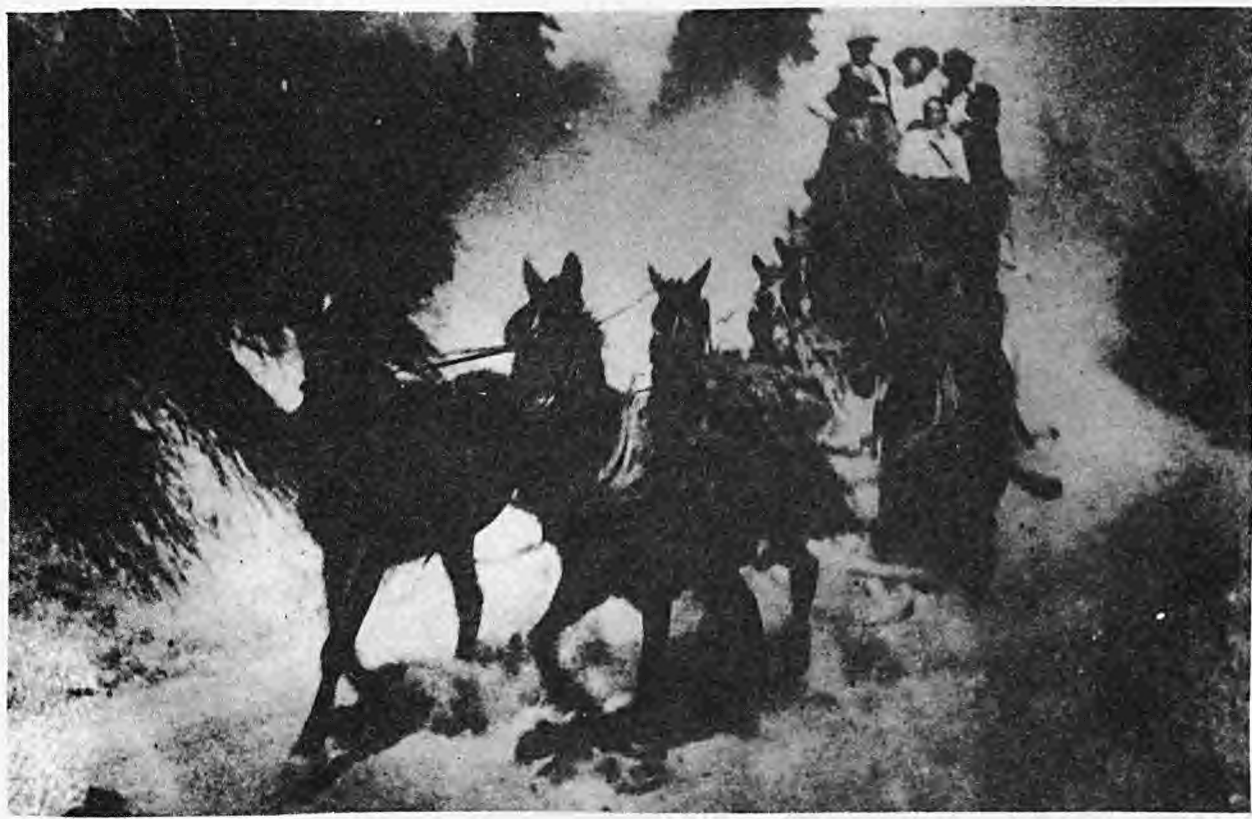
# SUTTER COUNTY HISTORICAL SOCIETY

## NEWS BULLETIN

VOL. XVII NO. 4

YUBA CITY, CALIFORNIA 95991

OCTOBER 1978



PICTURE—COURTESY OF MARY AARON MUSEUM

THIS PICTURE SHOWS THE STAGE WHICH TRAVELED DAILY FROM CAMPTONVILLE TO DOWNIEVILLE VIA SLEIGHVILLE HOUSE, MOUNTAIN HOUSE, GOODYEARS BAR IN THE GOLD RUSH DAYS 1880-1910. THE STAGE CARRIED PASSENGERS, MAIL AND SOME FREIGHT.

IN THIS ISSUE:  
CALIFORNIA STAGE COMPANY BY WILBUR HOFFMAN  
RECOLLECTIONS BY VERNA McLEAN SEXTON

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Vol. 17  
1978

SUTTER COUNTY HISTORICAL SOCIETY  
NEWS BULLETIN

Vol. XVII, No. 4

October, 1978

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The NEWS BULLETIN is published quarterly by the Society at Yuba City, California 95991. The annual membership dues includes receiving the NEWS BULLETIN. JANUARY, 1978 dues are payable now. Your remittance should be sent to Sutter County Historical Society, P. O. Box 1004, Yuba City, California 95991. To insure delivery of your NEWS BULLETIN please notify the Treasurer of any change of address. Dues are \$3.00 per person, \$5.00 per family.

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An index and file of all the past issues of the NEWS BULLETIN may be found in the Sutter County Library and in the Marysville City-County Library.

NOTE: IN THE JANUARY ISSUE, 1979, AN ARTICLE ON PROHIBITION IN THIS AREA BY EUGENE L. GRAY AND RECOLLECTIONS OF EARY RICE HARVESTING BY G. A. GIBBONS, MARYSVILLE.

EDITORIAL COMMENT

We were very much pleased to receive favorable notices in the Appeal Democrat and the Morning Herald praising our recent issues which contained accounts of baseball, East Indians, Mormon Church, pioneer families, and Recollections by some of our senior members.

Complimentary notices of this kind encourage us to continue our plan to present "people" history in addition to more formal and documentary accounts of political and economic conditions of the past.

Friends of Professor Fontana will be interested to learn that he, in collaboration with a colleague, Daniel S. Matson, has edited a rare historical manuscript entitled "Reports to the Kings." Their edition was published this year by the University of Arizona Press at Tucson.

COMMUNITY MEMORIAL MUSEUM ANNUAL REPORT  
August 1, 1977 - July 31, 1978

During its third year of operation, tourists from 14 cities in 10 foreign countries as far away as China, Australia, and Iran; from 99 different cities in 32 of the United States and from 130 different cities in California were among the 6902 people who visited the Community Memorial Museum. In three years 21,303 visitors, coming from 44 different states, the District of Columbia, and from 26 foreign countries were logged by the museum.

The museum gave a total of 85 one-hour group tours to 1853 people in this year. Of these 49 were to public and private school classes (1222 individuals.) Special groups served were three classes of educationally handicapped children, two classes of physically handicapped children, groups from Gateway Projects and from the Mental Health Day Care Center. Eighteen youth groups (247 individuals) from Camp Fire Girls, Girl and Boy Scouts, and 16 adult groups (345 individuals) also toured the museum. In three years 6366 individuals in 301 groups took advantage of the museum's special tour.

The Museum Concert Series under the direction of Jane Roberts is in its third year of presenting programs featuring local artists. Nine Sunday afternoon concerts were held in the museum during the period covered by this Annual Report with a total attendance of 981.

In addition to the museum's permanent displays, eleven special loan exhibits were featured. August: "Exotic Seashells of the South Pacific" loaned by the Robert Connet family. September and October featured "North American Indian Artifacts" loaned by Harold Moore. November: "Depression Glass" loaned by Karen Varney. December: "Christmas and Calendar Plates" loaned by Rev. Earl H. Morris. January: "Dr. Jacobs, Meridian Country Doctor" loaned by

the William Hankins family. February: "Hummel Figurines" loaned by Adah Pullen. March: "Things Made of Wood" loaned by Lottie and Bob Workman. April: "Old Glass and Crystal" loaned by members of the museum's Auxiliary. May: "Northern California Indian Arrowheads" loaned by Cliff Morehouse. June: "M'Lady's Powder Boxes" loaned by Shirley Murphy. July: "Cast Iron Still Banks" loaned by Olga Messick.

A total of 913 individual gifts of artifacts from 91 donors were added in the twelve months to the museum collection. Added to the 2837 items received the prior two years and the over 1000 items moved from the old museum, the collection numbers over 4700 items.

The museum is open 43 hours per week, nine to five weekdays and one to four on Saturdays, and is open at other times by special arrangement for groups and events. The museum was also open four county holidays during the year.

Since the formation of the Community Memorial Museum Auxiliary in September, 1975, 9335 hours of time have been given by the volunteer Auxiliary members. 3050 hours were served during the period covered by this annual report. Through the scheduling of Auxiliary Chairman, Caroline Ringler, volunteers act as docents, accession and catalog gift items, prepare items for display, and work with museum director, Jean Gustin. In addition to individual members, two community groups, the Live Oak Women's Club and Delta Kappa Gamma, staff the museum on their special days during the month.

The seventeen member Community Memorial Museum Commission was formed by the Sutter County Board of Supervisors in November, 1975. Chaired by its president, Frances Gentry, members are drawn from each of the Supervisorial Districts, the Sutter County Historical Society, the Museum Auxiliary, and from the business community. Howard and Norma Harter and Jean Gustin are also members of this advisory board.

The Community Memorial Trust Fund was established in 1973 when Howard and Norma Harter gave to the County of Sutter the equivalent of \$100,000 in stocks to build a museum to be dedicated to the pioneers and veterans of the area. To this sum has been added additional gifts from many in the community. The museum was formally dedicated and given to the County of Sutter on October 19, 1975. Interest from the Community Memorial Trust fund is used for museum development.

Additional fund raising efforts were begun in 1978. The museum Expansion Fund was established in April to provide for future enlargement of the museum to house its ever-growing collection. In August a program of annual Museum Memberships was begun to provide the museum's operating and exhibit expenses.

JEAN GUSTIN

LIST OF DONORS TO THE COMMUNITY MEMORIAL MUSEUM TRUST FUND  
Continued from the July, 1978 BULLETIN

Mr. & Mrs. W. R. Dawson	in memory of Floyd E. Smith
Earl Ramey	in memory of Thakar Singh Johl
Ruth Ottney	in memory of H. Laverne Stafford
Adah R. Borchert	in memory of Bard Anderson
	in memory of Lyle Johnson
Sutter-Yuba Retired Teachers	outright gift
Evelyn Nims	in memory of Joseph M. Snipes
Mr. & Mrs. W. R. Dawson	in memory of John C. Dooley
Bud & Eunice Menth	in memory of Bard Anderson
Mrs. Mary Mulvany	in memory of Stina Trimble
Jessamine G. Powell	in memory of Katherine Hansen
Adah R. Borchert	in memory of Katherine Hansen
Jack & Helen Heenan	in memory of Katherine Hansen
Norman & Loadel Piner	in honor of Norma & Howard Harter 58th wedding Anniversary June 1, 1978.
Mr. & Mrs. Tom Nason	in memory of Robert Stohlman
Bud & Eunice Menth	in memory of Catherine Hansen
Maude K. Roberts	in memory of C. A. Emery
Mr. & Mrs. James Hall	in memory of Ben Emery
Howard & Norma Harter	in memory of Clive B. Kelly
Marie Krull	in memory of Mrs. Felix Daoust
Kathleen Potter	in memory of Mrs. Felix Daoust
Mr. & Mrs. U. E. Frye	in memory of Clive B. Kelly
Rosemary Redhair	in memory of Clive B. Kelly
Mr. & Mrs. W. R. Dawson	in memory of Arthur H. Allread
	in memory of Nick Scandalis
Mr. & Mrs. Lewis A. Philpott	in memory of C. Fred Holmes
Mr. & Mrs. Pedro Osuna	in memory of Floyd E. Smith
Mr. & Mrs. Frank W. Welter	in memory of Jessie Wadsworth
Caroline S. Ringler	in memory of Jessie Wadsworth
Mr. & Mrs. Mervin Lauer	in memory of Monroe Dedker
Norma & Howard Harter	in memory of Monroe Dedker
Alma H. Reed	in memory of Jennie B. Hassel
Mr. & Mrs. Richard Epperson	in memory of Jessica Wadsworth
Mr. & Mrs. James Gentry	in memory of Ferman T. Wolfe Sr.
Meriel & Leroy Davis	in memory of Monroe B. Dedker
Helen Frye	in memory of Jessie Wadsworth
Howard & Norma Harter	in memory of Ferman T. Wolfe
Howard & Norma Harter	in memory of Helen McLaughlin
Geraldine Hall	in memory of Sadie A. Davies
Wallace & Mary Walton	in memory of Bertha P. Walton
	in memory of Mark R. Walton
	in memory of Ernest Hauck
Ivadell Burns	in memory of Clive B. Kelly
	in memory of Helen McLaughlin
	in memory of Sadie Davies

Bill & Wanda Rankin  
Norman & Loadel Piner  
Randolph & Shirley Schnabel  
Mr. & Mrs. W. A. Greene, Jr.  
Mr. & Mrs. George Briick  
Hope Lamme

in memory of Helen McLaughlin  
in memory of Monroe B. Dedker  
in memory of Jessica P. Wadsworth  
in memory of Betty Brandt  
in memory of Ferman T. Wolfe  
in memory of Margaret Ann and  
Albert W. Graves

### SUTTERANA

In 1841 the Russians decided to abandon their outposts in California. They offered for sale all of their property and livestock at Bodega and Fort Ross. John Sutter saw an opportunity to acquire needed items for the development of New Helvetia and began to bargain for the purchase. Other individuals including territorial officials were also interested. The Russians were willing to sell to anyone who would accept their terms and pay their price. There arose the question whether the government would allow a private sale. Several California officials -- Alvarado, Castro, Vallejo -- were already jealous and suspicious of Sutter as a result of his ambitious plans for New Helvetia. It was assumed by many persons that the government might not allow Sutter to purchase the Russian property. Sutter wrote the letter which we quote here to Jacob Leese at Sonoma knowing that General Vallejo and other officials would read it. Sutter was the high bidder and was allowed to make the purchase; but a pertinent debate by students of California history might be on the question whether this letter was wise diplomacy on Sutter's part and whether the letter had any influence on the officials.

The letter of November 8, 1841 was in part as follows:

"It is too late now to drive me out of the country, the first step they do against me is that I will make a declaration of Independence and proclaim California for a Republique independent of Mexico. I am strong now, one of my best friends a German gentleman came from the Columbia River with plenty people, an other party is close by from Missouri... I am strong enough to hold me till the couriers go to the Waillamet for raise about 60 or 70 good men, an other party I would dispatch to the Mountains and call the hunters and Shawnees and Delawares with which I am very well acquainted the same party have to go to Missouri and raise about 200 or 300 men more. That is my intention, Sir, if they let me not alone. If they will give me satisfaction and pay the expenses what I had to do for my security here, I will be a faithful Mexican; but when this rascle of Castro should come here a very warm and harty welcome is prepared forhim. 10 guns have well mounted for protect the fortress and two field pieces. I have also about fifty faithful Indians which shot their musquet very quick. The wole day and night we are under arms, and you know that foreigners are very expensive, and for

this trouble I will be paid when a French fregate come here. I wish you to tell the commandant general that I wish to be his friend, and that I am very much obliged to him for his kindness when my people passed Sonoma. If he would join us in such a case I would like it very much. But all is out question so long they let me alone, and trouble me not but I want security from the government for that."

From Mariano Guadalupe Vallejo  
By George Tays  
Quarterly, California Historical Society, Vol 17, p. 69.

(Printed with the permission of the California Historical Society.)

## R E C O L L E C T I O N S

### REMEMBRANCES OF WAY BACK WHEN Verna McLean Sexton

I remember in 1914, I taught Juana Hawley (Roland and Ethel Hawley's daughter,) in the first grade at Sutter. About forty years later, Juana (then) - later Mrs. Matt Phillips, and I taught first and second grades in adjoining rooms in the new addition to the Lincoln School. Juana is now deceased.

I remember the old round barn on our ranch at the foot of North Butte. The posts holding up the roof at the outer edge were about 18 feet apart and the diameter of the barn was about 180 feet. Oldtimers told me that whenever newcomers or tourists came to Sutter County they were always told to be sure to go to the south foot of North Butte to see the big round barn. We were never able in our research to find the builder's name.

On warm summer evenings we used to sit outdoors, as there was a refreshing breeze coming down the canyon. Without fail, we watched thousands of bats fly from the mow. They looked like a

big cloud of dust. We wondered where they went every night. We never saw them return.

One morning we were awakened by a peculiar sound. Instantly my husband said, "that's the end of the round barn." The next morning we walked up to where the barn was. It looked like a big giant foot had stepped on the roof which was covered with a heavy layer of moss.

Near the house was an old round brick tank house. The building was so old we never used the tank. There was a small diagonal crack in the bricks from top to the ground. My husband piped water from a spring up the canyon for the garden and for a watering trough in the barnyard. This spring was near a group of eucalyptus trees planted by George Sexton, Sr. The rock was about three feet high and four feet in diameter and was filled with mortar holes on the level top. These were made by the Indians used for grinding corn. We found several old rocks worth keeping. At present I keep one on the sill of my kitchen window. It is about the size of a large Irish potato and the color of a potato which had been sliced in half. Another one I gave to my daughter-in-law. It is a shiny brown one about four inches long and almost the shape of a dumbbell. It evidently was wedged between two other rocks in the spring for many ages and gradually became its present form.

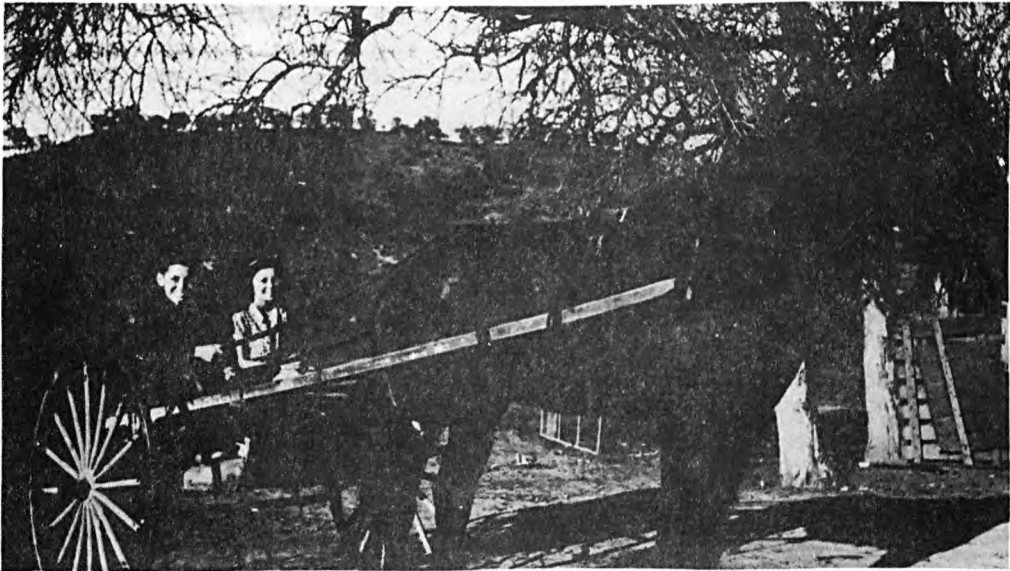
While writing this article, I stopped to phone Mr. M. J. (Monte) Justeson of Gridley -- the present owner of our ranch property -- to get information about the tank house. He informed





**OLD ROUND BARN ON SEXTON RANCH AT FOOT OF NORTH BUTTE OF SUTTER BUTTES.**

**GEORGE SEXTON WITH WIFE LUCKY AND DAUGHTER, 1922.**



**JACQUE AND JOYCE SEXTON COMING HOME FROM HEDGER SCHOOL PASSED THROUGH FIVE OR SIX GATES.**

me that the tank house is no longer there. Somone, knowing the value of brick had taken them all and the tank was sitting on the ground. He also had removed the 12 inch wide boards that formed the ceiling in the living room. My father-in-law informed me that the boards came around the Horn at tip of South America, up the Pacific Coast to San Francisco Bay.

The intruder also took the lumber from three large cupboards in the kitchen. All three went from floor to ceiling. The last one had a fine screen ventilator on the floor level and ceiling level. In this cupboard was kept the milk. One shelf for fresh milk and the other milk left to clabber. When clabbered, we used a table knife to carefully cut the clabber into large squares and left on the range at very low temperature until the whey was all separated -- then it was put into a fine cheese cloth bag, tied at the top and hung up to drain. We then made the cottage cheese by stirring and pressing the curds, salting it and mixing in thick sweet cream to the right consistancy. If you have never tasted home made cottage cheese with thick cream, you don't know what good cottage cheese is.

I remember one time, when Lester Wilbur drove over from West Butte and we took a ride down the Forty Mile Road out of Marysville. On the way home, Mt. Lassen was erupting. The big mushroom-shaped cloud grew larger and larger. It looked like some of the bomb tests the government makes.

Lastly, I remember the old saying, "One is really getting old when one reminisces so much -- and AM I GETTING THERE!!

THE AUTHOR

Presently residing in Yuba City, Verna McLean Sexton (b. 1893) has lived nearly all her life in the area South of the Sutter Buttes. Her father, Duncan James (D. J.) McLean brought his young family to Sutter City in 1896 when she was 3 years old. He and his wife made over the old Sutter Hotel and operated stores in the downtown area. In 1898 he was made postmaster. After Mrs. Sexton attended normal school she taught in Sutter and married a Sutter Buttes rancher, the late Kirk Sexton. Some may remember the couple for their venture into the raising of chinchillas in the Tierra Buena area. They have a son, Jacque and daughter, Joyce Kirkpatrick and nine grandchildren.

More information may be found by reading Mrs. Sexton's article, Memoirs of Sutter - Its People and Places, in the October issue 1972 of the Sutter County Historical Society News Bulletin.

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Marysville Appeal March 5, 1861

Inauguration Day -- The day which was marked by the accession to the presidential rule of Abraham Lincoln was not marked in Marysville by any special demonstration other than the hoisting of the stars and stripes upon the Appeal office flagstaff which was all we could do under the circumstances, but that did not keep us from feeling extremely good all day, as did all of the patriotic people whom we met, and who rejoice that the four years of misrule has at length been brought to an end.

**GENERAL STAGE OFFICE,**  
....OF THE....  
**CALIFORNIA STAGE COMP'Y,**



**D Street, between 1st and 2d, near 2d, East side,  
 MARYSVILLE.**

**STAGES LEAVE DAILY FOR**

**Neals' Rancho, Chico, Tehama, Red Bluffs, Cottonwood,  
 Shasta, French Gulch, and Yreka.**

....ALSO FOR....

**Oregon House, Keystone Ranch, Indiana Ranch, New  
 York House, Strawberry Valley, Rabbit  
 Creek, and Sears' Diggings.**

....ALSO FOR....

**Empire Ranch, Rough and Ready, Grass Valley, Nevada, Woods'  
 Crossing, French Corral, San Juan, Grizzly Ford,  
 Forest City, and Downieville.**

....ALSO FOR....

**Sewell's Ranch, Hansonville, Brownsville, N. York Flat,  
 Forbestown, Orleans Flat, Columbus House..**

....ALSO FOR....

**Wyandott, Miners' Ranch, Bidwell's Bar, and  
 Mountain House.**

....ALSO FOR....

**DRY CREEK, LONG BAR, PARKS' BAR, TIMBUCTOO, SMART-  
 VILLE, SUCKER FLAT, & EMPIRE RANCH.**

AND EVERY MORNING AND EVENING FOR

**Central House, Lynchburg, Oroville, Thompson's Flat,  
 Pence's Ranch, French Town, and Spanish Town.**

—ALSO—

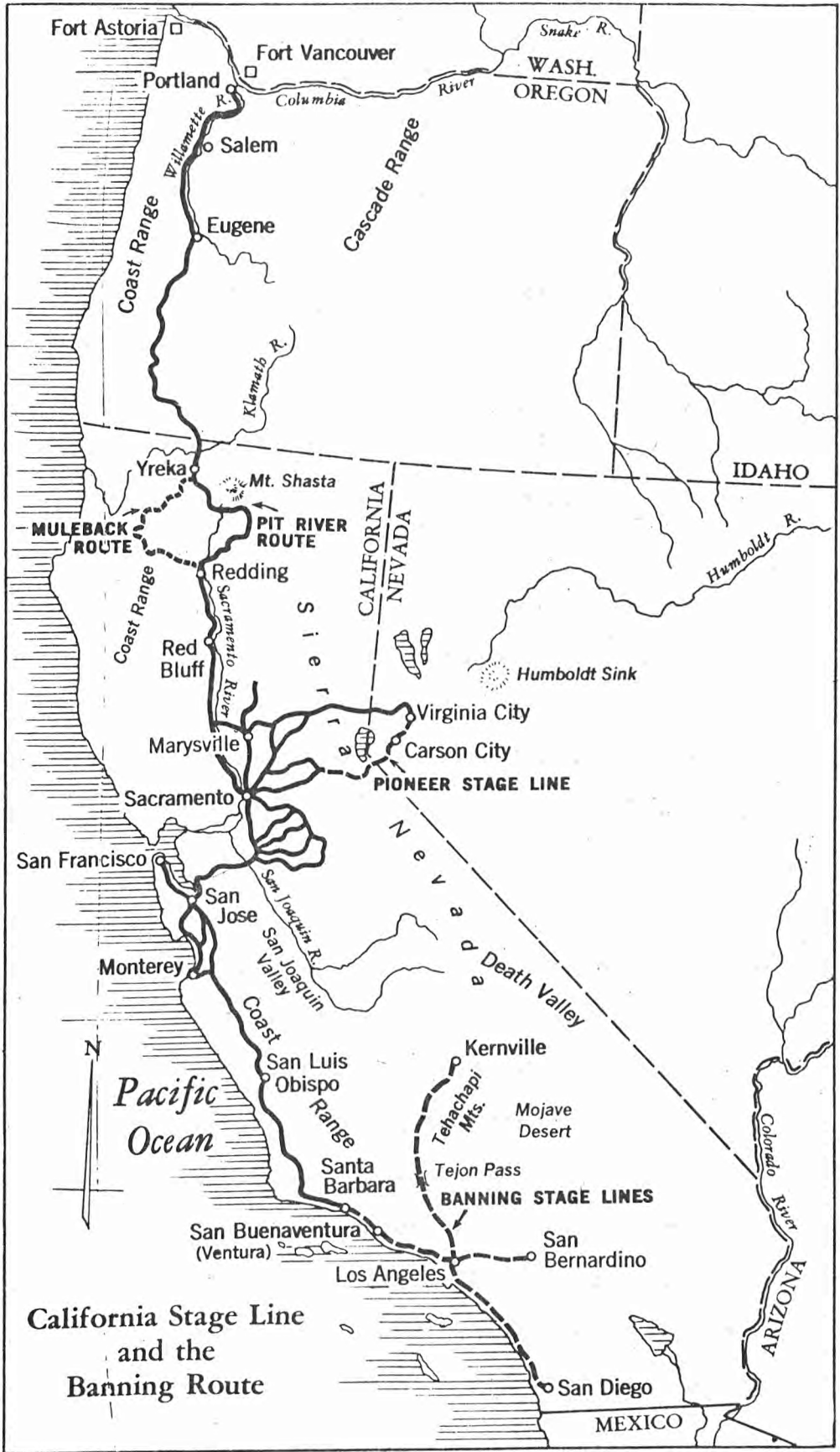
**For SACRAMENTO, at 6 o'clock A. M. & 4 P. M. daily.**  
 And arrive in time for the San Francisco boats.

**GEO. F. THOMAS,**

GENERAL SUPERINTENDENT, MARYSVILLE.

N. B.—Passengers securing their seats will be called for in any part  
 of the City.

CALIFORNIA STAGE COMPANY (THE  
 WORLD'S LARGEST STAGE LINE COMPANY)  
 AD IN THE MARYSVILLE DIRECTORY. 1858.  
 COURTESY MARYSVILLE CITY LIBRARY,  
 MARYSVILLE, CALIFORNIA.



California Stage Line and the Banning Route

CALIFORNIA STAGE COMPANY

by

Wilbur Hoffman

Six spirited horses or stolid mules pulling stagecoaches that pitched and bounced along the roads of Sutter County and other parts of California shared a bustling scene with smoke-belching river steamers and creaking freight wagons during the years following the discovery of gold in California. Local stagecoaches merged very early in the 1850's with other stage lines, lines that ultimately formed one mammoth California-based stage business.

At the start of the gold rush in 1849, there was an almost insatiable demand for passenger service between major towns, mining camps, and settlements. To satisfy this demand, many independent drivers accumulated such equipment as was available and began operating short range stage routes on undependable and irregular schedules. Equipment on these lines, however, was crude, many vehicles having no springs or tops. Should a traveler board a coach without spring suspension, he would be subjected to teeth-rattling jolts. Often half-broken mustangs pulled these stages; all too frequently these undisciplined and excitable beasts broke into a run-away upsetting the coach.

Yet such outfits did a brisk business at 50¢ a mile per passenger -- a rate several times higher than those of present day airlines. Such operators discovered that during the gold rush fortunes could be made in ways other than panning gold.

A few far-sighted entrepreneurs such as Jim Birch, Jared

Crandall, and Warren Hall realized that stage lines should not merely make short trips between a few mining camps or towns on irregular schedules, but that routes should be longer and connect mining camps to principal towns and settlements with first class equipment. Since no excellent coach builders existed in California at that time, they ordered the best coaches made in the East and broke in excellent teams to draw them. By the mid-1850's, their lines criss-crossed California with stage routes operating on regular schedules. Passengers rode them at one-quarter the fare charged by the earlier short route lines.

In 1853 these latter stage operators began negotiations to merge their lines into one huge stagecoach empire with Jim Birch as president. (In January 1855 James Haworth was elected president, but James Birch retained his membership on the Board of Trustees.) By the end of 1853, negotiations had been completed and the company began operating on New Year's Day 1854. It controlled five-sixths of the stage lines in northern California and was a joint stock company capitalized for one million dollars. Known as the California Stage Company, its home office was in Sacramento. In 1857, however, the home office was moved to Marysville.

At the height of its operations, the company carried passengers and mail on routes that extended a total of 1,277 miles which added up to 1,084,000 stage miles. After Marysville became the company's headquarters, 28 stages left the town each morning over routes that totaled 2,970 stage miles daily. The main arterials out of Marysville put coaches on Foster's Bar Road,

LaPorte Road, St. Louis Road, Parks Bar Road, Honcut Road, and the Sacramento, Auburn, and Bear Creek Road that connected with the San Francisco Steamer at Sacramento. There was also the Yuba City-Benicia route for travelers wishing to avoid river steamers to the Bay Area.

Listed below are fares and destinations of some of the company's stages out of Marysville in 1856:

	<u>Distance</u> <u>Miles</u>	<u>Fare</u>
Franklin House	12	\$ 3
Johnson's Ranch	18	4
Hamilton City	24	5
Dry Creek	32	6
Neal's Ranch	45	8
Chico	52	8
Oak Grove	62	12
Lawson's Ranch	69	12
Tehama	75	13
Red Bluff	89	15
Cottonwood	113	18
American	121	18
Clear Creek	128	20
Shasta City	140	20

On January 18, 1855, the company extended its line from Monterey to Los Angeles and by arrangement with Banning and Alexander Stage Company, passenger service to San Diego. In 1860 California Stage Company won the mail contract from Sacramento to Portland and offered daily passenger service between these cities in September of that year.

The Marysville Daily Appeal enthusiastically announced the inception of the route to Portland:

Since Mr. Haworth, President of the California Stage Company, first learned that he had been awarded the contract for carrying a daily mail from Sacramento to Portland, Oregon, he has been energetically preparing to stock the road for a line of daily stages. He has just returned from San Francisco where he has been purchasing coaches, harness, etc for the upper end of the route, which were



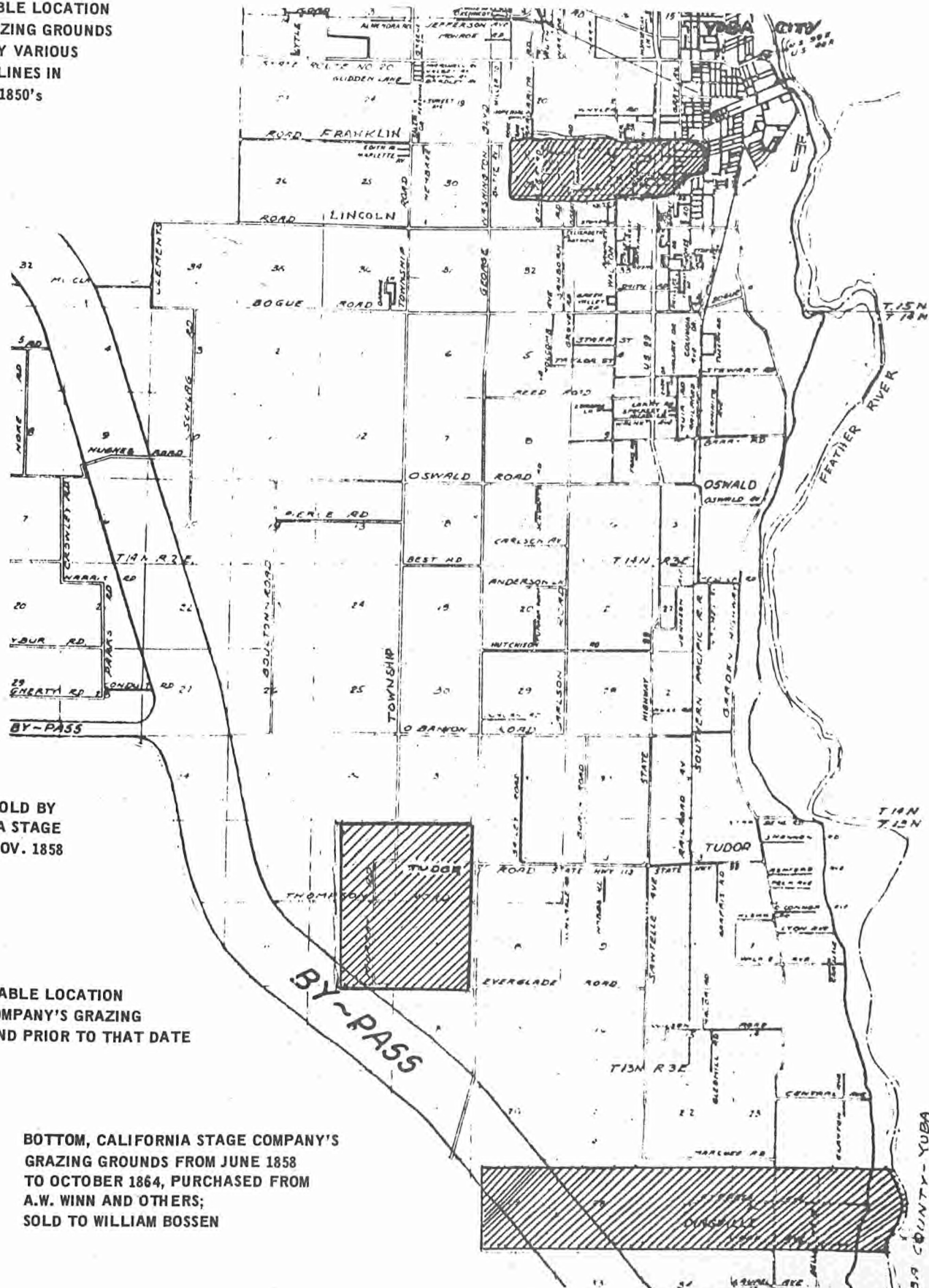
sent by steamer to Portland. Thirteen four-horse coaches have been started from this city within two days past, with sufficient stock to run between Jacksonville and Portland. The horses were of the lot lately brought across the plains, and bought for the company by Wash Montgomery. They are as fine animals as any in the State. The route from here to Yreka is of course already stocked. The whole number of horses needed on the route is 250, and about 30 coaches. The distance from Sacramento to Portland is 750 miles -- making this the longest stage route, except the overland, in the United States.

The great transcontinental stage routes, that began operating in the late 1850's, were longer than California Stage Company's. The Butterfield Overland Stage route between St. Louis and San Francisco via Texas and the southwest stretched 2,900 miles; the Central Overland, St. Joseph to Sacramento, was 1,966 miles. But when measured by stage miles driven, California Stage Company's 1,084,000 stage miles annually, and total passengers hauled made it the largest stage line in the world until Wells Fargo Express had gained control of most stage lines west of the Missouri River by 1866. To keep its sprawling routes operating, California Stage Company required 1,500 horses, 205 vehicles, and 300 agents, drivers and hostlers.

The company maintained a ranch in Sutter County as a grazing ground for their draft animals. Thompson and West in their History of Sutter County, 1879, state that in 1850 Marysville stagecoach operators has a large tract of land in Sutter County west of the slough used for grazing, and that the land was occupied for several years, but that they were finally compelled to leave it as they had no title to it. Since the California Stage Company was a merger of various stage companies operating out of Marysville, the California Stage Company undoubtedly inherited and retained the Sutter County

SECTION OF MAP OF SUTTER COUNTY  
SOUTH OF YUBA CITY

PROBABLE LOCATION  
OF GRAZING GROUNDS  
USED BY VARIOUS  
STAGE LINES IN  
EARLY 1850's



SECTIONS SOLD BY  
CALIFORNIA STAGE  
COMPANY NOV. 1858  
A.W. WINN

PROBABLE LOCATION  
OF COMPANY'S GRAZING  
GROUND PRIOR TO THAT DATE

BOTTOM, CALIFORNIA STAGE COMPANY'S  
GRAZING GROUNDS FROM JUNE 1858  
TO OCTOBER 1864, PURCHASED FROM  
A.W. WINN AND OTHERS;  
SOLD TO WILLIAM BOSSEN

SUTTER COUNTY - YUBA

tract from its predecessors until forced to leave it for other grazing lands.

A stage company with numerous routes emanating from Marysville and Sacramento needed a rather large grazing tract near its theatre of operations. Sutter County would be a logical location. Considering its large number of stage routes, the company probably kept scores of draft animals on reserve, or resting, or recuperating, or pasturing during slack season.

Thompson and West also mention that part of the stage company's grazing lands was now owned (1879) by James Gray. In 1879 Gray owned one-quarter section just west of and adjoining Gilsizer Slough in Township 14N, Range 3E. (See map). This slough is undoubtedly the one Thompson and West are referring to. Apparently the grazing lands extended west of Gilsizer Slough including Gray's quarter section. Lands west of the slough lay outside the western border of New Helvetia (Captain John Sutter's huge Mexican Land Grant issued him by Mexican Governor Alvarado in 1840) which had been substantially reduced when patented by the United States Land Commission in the late 1850's.\* For this reason the stage company abandoned those lands under a cloudy title, and sought other range lands for their stock.

\*Sutter claimed lands further west based on his original Mexican (also called Spanish) Land Grant. And though the Treaty of Hidalgo Guadalupe of 1848 that ended the Mexican War stated that the United States would recognize legitimate land holdings obtained under Mexico, these holdings had to be confirmed (patented) by the United States Land Commission; much of Sutter's grant was not.

During the lengthy litigation in 1883 between local farmers and Sierra Nevada hydraulic gold miners known as Woodruff v. Bloomfield, Messrs. W. T. Ellis Sr., Philip E. Drescher, and Lewis Wilder, stated on the witness stand that the California Stage Company had a stock ranch along the Feather River some five to six miles south of Hock Farm, bordering the northern boundary of Brannan's ranch (which extended on the Feather River for about one or two miles north of Nicolaus). W. T. Ellis specifically stated that the company's ranch was now owned (1883) by Mrs. Bossen.

In June 1858, the company purchased from A. M. Winn and others sections 25, 26, 27, 28 and 29 of Township 13N, Range 3E in Sutter County. This parcel borders the Feather River on the east and consecutively runs west creating a parcel one-section wide and five-sections long. (See map). In October 1864, the California Stage Company sold these same sections to William Bossen. These deeds are of record in the Sutter County Hall of Records. The land had corrals and fences and, no doubt, barns. From this evidence, it is apparent that from 1858 to October 1864 the stage company maintained a stock ranch on these sections.

On November 4, 1858, the company deeded to A. M. Winn nineteen hundred acres more or less consisting of Sections 1, 2, 6, 7, and 12, Township 13, Range 3E. (See map). These sections undoubtedly had been used as a stock ranch but the company wanted river front land and so made some kind of exchange with Mr. Winn.

Contemporary stagecoach advertisements in local newspapers promised comfortable travel in luxurious Concord coaches between Marysville and Portland, Oregon, in only six days. En route, two

nights were spent at relay stations. As on all long distance stage lines, relay stations were located approximately twelve to twenty miles apart where spent teams were replaced with fresh ones. Several of these relay stations contained rooms for sleeping; here passengers would spend the night to rest from the rigors of continuous day and night travel. But except for these two nocturnal hiatuses, passengers rode day and night. Backs of some coach seats folded down for sleeping. Were a coach crowded, not all, however, could enjoy such luxury; then ladies, no doubt, took the lower berth and men the upper (that is, strapping themselves to the roof), or all passengers rode sitting up. Strenuous as this might seem, it compared favorably with the Butterfield Overland coaches that came through from St. Louis to San Francisco in twenty-four days and vice versa on the southern route via Texas. Passengers on this line rode twenty-four hours day and night on the entire trip!

In referring to the Concord coach as luxurious, these advertisements did not exaggerate, if it was compared to other types of contemporary horse-drawn passenger vehicles. The Concord was used extensively on stage lines in the Old West, and it became a favorite of travelers. And though a trip by stagecoach was at times grueling and dangerous, most westerners admired and venerated the famous vehicle that contributed to the development of the Old West.

One feature that endeared it to many travelers was the unique manner in which the body was suspended on the frame. No metal springs were used. Fore and aft on each side of the frame were

slung straps made of several layers of tough steer hide. These straps, or thoroughbraces as they were called, sagged in the middle like a hammock. The curved bottom of the coach's body cradled snugly onto these sagging but sturdy thoroughbraces. Only in the middle of each thoroughbrace was the body fastened to it. Thus front and rear of the body were free of restraint. Such suspension permitted the body of the coach to pitch fore and aft and to roll sideways, thereby eliminating much of the severe jolts encountered on rough, rocky frontier roads. On metal spring-suspended wagons, these jolts were telegraphed to the coach's body, passengers, and teams. But the Concord coach would pitch forward and rearward when the wheels bounced over rocks or ruts, or sway if wheels on one side dropped into a depression. The resultant ride has been compared to that of a ship gently pitching and rolling over a swell, and as with some seafarers, such a ride caused some stagecoach passengers to become ill.

Not only did thoroughbrace suspension shield passengers from sudden jolts; it also spared teams such jolts. It has been said that without thoroughbraces, teams pulling stages at ten to fifteen miles per hour could not have withstood the punishment.

The Concord was a well constructed, mostly hand-built vehicle manufactured by Abbot-Downing Company at a cost of fourteen hundred dollars. This famous New England builder of stagecoaches was located in Concord, New Hampshire, hence the coach's name. An example of its ruggedness is the Concord stowed aboard a sailing vessel that rounded Cape Horn. The ship sank in a storm. Three months later the vessel was salvaged, and in spite of having

been submerged these months, the coach was still in good condition. It was put into service in California where it ran for fifty years.

Coaches constructed by other builders (some imitating the Concord's suspension system) were also used on western stage lines, but the Concord coach dominated the business. Another version of the Concord made by Abbot-Downing was the so-called California mud wagon. As this vehicle had open sides and canvas roof, it was much lighter than the standard Concord enabling it to negotiate muddy roads; the standard Concord weighed over a ton empty and often bogged down to the axles in mud.

Coach interiors were lined with fine leather or quality frieze; leather was usually preferred in the West and frieze in the East. Exteriors were painted in bright colors; gleaming red bodies and yellow wheels were popular, with gold letters denoting the company emblazoned across each side of the coach over her doors and windows. Concords came in nine and twelve passenger models; seats front and rear held three travelers each; a bench in the center with a strap back-rest held three more. Twelve passenger coaches had a double wide center bench with passengers riding back to back. Newspapers of the day reported stages arriving and departing with as many as thirty passengers, many on the roof or clinging to the sides. Windows were without glass, but rolled up leather curtains could be lowered in bad weather. The center doors had glass windows that could be raised or lowered.

Departing coaches, though commonplace, sights, were colorful

sights according to eyewitness accounts. When a driver was certain all passengers were on board, he shouted, "Keep your feet off the seats please!" And nodding to the hostler holding the bits of the lead team, he ordered, "Let 'er go, Johnny!" The hostler dropped his hands and stepped to one side. The reinsman now slowly pulled all six reins until he felt the horses' mouths. Then suddenly loosening the reins and simultaneously releasing the brakes, he cried, "G--long! H--up there!"

Horses lowered their heads, and lunged against their collars. Traces snapped taut, metal fastenings clinked, and the stage lurched forward and clattered away in a cloud of dust. Over the horses popped the silk-stranded "cracker" at the end of the driver's twelve foot lash. The driver seldom lashed a horse but popped the cracker over his head as a reminder to obey commands. Unlike TV or movie stage drivers who seem disposed constantly to crack their whips and to rock forward and backward, stage drivers generally sat straight and still.

Western stagecoach drivers were the most skillful and courageous reinsmen the world has ever produced. Handling six spirited horses thundering along rough, rocky roads, or roaring down narrow, winding mountain roads where a miscue might send a coach hurling hundreds of feet into a canyon, required rare skill. Some drivers were swaggering and rough spoken, but most were courteous to passengers, especially to ladies. (In fact, though frontier manners were somewhat inelegant, ladies of Old California -- real ladies -- enjoyed almost complete security from molestation on stagecoaches, or, for that matter, anywhere.) Many reinsmen, or "jehus" or



"whips" as they were also called, had names that matched their colorful individualities, many that were known locally as Sage Brush Bill, Hank Monk, Billy Carll, Cherokee Bill, and "polite, profane, tobaccer chewin', cigar smokin', one-eyed Charlie." But when they laid out one-eyed Charlie after the jehu died in 1879, they were dumbfounded to discover him, or correctly her, to be a woman!

Alongside the driver sat the equally courageous "shotgun," whose duty was to guard passengers and express (including gold dust). Armed with two Colt revolvers and a sawed-off ten-gauge shotgun, he and the driver (armed with two Colts) drove over the endless expanses of the Old West in extremes of heat, cold, rain, or snow in the face of danger from hostile Indians and road agents to help create a great empire so important to this great nation.

Traveling in a conveyance such as a stagecoach drawn by unpredictable beasts on primitive unpaved roads, passengers encountered some danger of accident. The most dreaded accident was tumbling hundreds of feet down a yawning chasm off a curving, narrow, rocky mountain road. How disconcerting such travel could be is illustrated by the following description of a stage rumbling along such a road:

...in the mountains with stages loaded with passengers and express, (the driver) with the right foot managing the brake; with two arms, both shoulders and all fingers working, swaying the body from side to side to preserve the equilibrium as now the right and then the left pair of wheels cut the outside edge of stumps or rocks. The leaders of the team were dancing at the brink of damnation while striking sparks out of the granite, flecking chips into space while the passengers stared out through the blue tops of pines, chewing their cigars to a pulp.

When a driver came to a spot in the road where he had to execute an especially difficult maneuver, as the road started violently down to one side, he would trim the wagon as a small boat, making all passengers crowd to the weather side to prevent tipping.

Most frequent accidents were tip-overs. The stage's center of gravity was high off the road, and if the coach stowed baggage or passengers on the roof, danger of tipping was accentuated. A notable accident injured Judge O. P. Stidger of North San Juan in August 1860 near Timbuctoo on the Marysville-North San Juan route. The coach was moving slowly but suddenly began tipping. The judge was sitting on top and fell on some rocks along the road; then the coach dropped on him. He suffered a fractured skull and several broken bones. After spending some time in Timbuctoo attended by physicians, he was moved to his home where he spent several weeks recuperating. Upon his recovery, he exonerated the driver of any fault in the accident, but sued the California Stage Company for his injuries, expenses and losses to business. He was awarded \$16,000, which the Company promptly paid. Since the coach was moving slowly straight ahead along a flat surface, there was no apparent reason for the accident. Investigators thoroughly examined the scene and the coach and discovered that the thorough-  
brace on one side had been cut nearly through. A slight jolt obviously had snapped the remaining strand causing the stage to roll over. Sabotage was not unknown in Old California.

Run-away teams were also a constant threat. Skillful drivers knew how to handle horses or mules, but draft animals can suddenly "spook," even for no apparent reason and scramble off in panic. Sometimes reinsmen could ultimately restrain and hold the team,

but again the coach might roll over and be dragged along until the horses (or mules) tired and stopped. Considering the constant danger of accidents, it is remarkable that they were as infrequent as they were.

How passengers reacted to riding the stages, of course, varied with the individual and the particular route. One lady described a ride between Marysville and Sacramento and another ride in the mountains:

I once rode to Sacramento and back in one of those six horse stages, when the passengers, inside and out, numbered twenty-eight. The thermometer stood at 110 degrees, and the dust was so dense as to almost suffocate one. We were all obliged to unpack ourselves, and walk over all the bridges on the way; and then so frail were these structures that they trembled and swayed as the empty coach was being drawn over ... by the time that you arrive at the end of your journey your eyes, nose and mouth are filled with dust, as well as your clothes. One day's ride ruins the clothes; but if a person is blessed with a strong constitution, he may possibly survive several consecutive day's riding in those crowded coaches.

... Journeying through the mountainous section is awful. The passengers are obliged to alight, and push behind the vehicle, to assist the horses up every hill, and, when they arrive at the summit, chain the wheels, all get in, and ride to the base of the next mountain, in danger every moment of being overturned and having their necks broken.

An opposite viewpoint of a ride was given by an English gentleman, a breed somewhat of an anomaly in Old California:

I must say I do enjoy your countryside. I recall one exhilarating stage ride recently. Oh, to sit behind six spanking horses tearing along the road is a delightful experience at any time, but the mere fact of such locomotion formed only a small part of our journey that day. Oh, the atmosphere was absolutely so soft and balmy; it was a positive enjoyment to feel it brushing one's face like the finest floss silk.

This gentleman's face might have slowly reflected perplexity as he added, "But, by Jove! the language! Now in England ... by Jove!"

Holdups by road agents were a constant hazard on local stage routes, especially for those coaches carrying gold from the mines. One rather spectacular holdup occurred in August, 1856, when several masked men stopped a stage with \$100,000 in gold fresh from the mines in her box as the coach labored up a hill not far from Marysville.\* Bill Dobson, the guard, immediately fired his double-barreled ten-gauge shotgun, then his two Colt revolvers. The driver, John Gear, opened fire as did several passengers. The road agents returned fire, but the sudden, unrelenting fusillade from the coach so dismayed the robbers that they reined around and fled without the gold. Over forty shots had been exchanged and unfortunately a lady passenger was killed; another passenger was wounded in the leg, and the driver received a slug in his arm. Some gang members were also hit.

The leader of the gang was Doc Tom Bell, a medical doctor. Local citizens formed a posse and hunted him for several months. When they finally caught him, he was given a swift trial and hanged immediately -- such was frontier justice.

\*During the California gold rush, stagecoaches were used for shipping gold from the Sierra Nevada mines to heads of navigation, such as Marysville, and by river steamers to bank vaults in San Francisco, but stages usually did not carry gold to the East coast. Overland stage routes to the East were considered too vulnerable to holdups. So eastern gold shipments went via steamship to the Isthmus of Panama, across the Isthmus by pack mule and after 1855 by rail, then by steamer to New York.

Another Marysville-bound stage with gold in her express box had slowed for a curve when three road agents suddenly blocked her path -- so suddenly that the guard and driver were unable to bring up their weapons before the gunmen had them covered with theirs. Inside the coach were two male passengers unseen by the road agents because the leather curtains were drawn since the weather was cold. Hearing the gunmen demand the express box, the two passengers, each armed with a Colt revolver, slowly and silently pulled back the leather curtains on his side just enough to see the robbers and then each stuck his gun through the narrow slit; both aimed at a road agent and on signal, simultaneously fired. Two highwaymen dropped dead and the third was wounded as he fled. Again the express was saved; but most often it was not.

Although the California Stage Company dominated California's stage business during its heyday and enjoyed a virtual monopoly, opposition stages did at times run along the big company's routes. And when they did, there was sometimes trouble. The California Stage Company was jealous of its sprawling lines and at times its coaches attempted to frighten off competition by following opposition coaches, attempting to run into them, forcing them off the road, or throwing firecrackers under the horses. According to the Daily National Democrat (Marysville) in November 1858, a man named Pony King testified that he had been hired by the California Stage Company to ride their stages to harass and otherwise disrupt opposition stages on the road to Oroville.

One such incident resulted in bloodshed near Nicolaus on November 14, 1858. The driver of a California Stage Company coach

ran into an opposition stage loaded with passengers and threw firecrackers under the horses. He then passed the coach and knocked one of the horses down. Finally, he ran against the opposition coach in such a way as to turn the horses around and lock its front wheels so that it could not proceed without tipping over. A cacophony of exploding firecrackers, yelling and cursing men, clashing wheels and neighing, stomping horses filled the air. Then a passenger aboard the opposition stage, reaching the end of his patience, leveled a shotgun at the driver of the California Stage Company's coach and demanded that he stop such outrageous action. The driver refused, whereupon the irate passenger shot him, seriously wounding him. Such antics, of course, endangered lives of passengers and would shock the sensibilities of the public today since the violence had been perpetrated by the transport company and not by terrorists as would be the case today. Old Californians were undoubtedly somewhat disturbed by such heated competition, but such practices were more common then and accepted as the natural result of competition. The Daily National Democrat issued the following statement about the incident:

The common highways of this State are free to all and whenever any company or association undertakes to drive off competition by bullying the employees of rival companies or associations or endangering the lives of peaceable travelers upon the open roads, they should have their insolence most sternly rebuked... every man of spirit and proper manhood, whether he be a driver or a passenger, will take good care to protect himself from such assault upon the highway...

The passenger who fired the shot was acquitted. "Plain case of self-defense."

Racing, however, between competing stages was apparently considered good sport as the following quotation from the July 25,

1864, Marysville Daily Appeal indicates:

NO HORSES KILLED YET --

The old line (California Stage Company) and opposition stage from Sacramento came in on a jump (a term for racing). There have been no collisions, however, probably will be none. It is an honorable and enterprising strife....

The following helpful suggestions to ease the burden of stagecoach travel appeared in western newspapers:

#### TIPS FOR STAGECOACH TRAVELERS

The best seat inside a stage is the one next to the driver. Even if you have a tendency to seasickness when riding backwards -- you'll get over it and will get less jolts and jostling. Don't let any 'sly elph' trade you his mid-seat.

In cold weather don't ride with tight-fitting boots, shoes, or gloves. When the driver asks you to get off and walk do so without grumbling. He won't request it unless absolutely necessary. If the team runs away -- sit still and take your chances. If you jump, nine out of ten times you will get hurt.

In very cold weather abstain entirely from liquor when on the road; because you will freeze twice as quickly when under its influence. Don't growl at the food received at the station; stage companies generally provide the best they can get.

Don't keep the stage waiting. Don't smoke a strong pipe inside the coach -- spit on the leeward side. If you have anything to drink in a bottle pass it around. Procure your stimulants before starting as "ranch" (Stage Depot) whiskey is not "nectar."

Don't swear or lop over neighbors when sleeping. Take small change to pay expenses. Never shoot on the road as the noise might frighten the horses. Don't discuss politics or religion. Don't point out where murders have been committed especially if there are women passengers.

Don't lag at the wash basin. Don't grease your hair, because travel is dusty. Don't imagine for a moment that you are going on a picnic. Expect annoyances, discomfort, and some hardship.

The California Stage Company served the state well for about twelve years with stages rumbling over its sprawling routes transporting mail and passengers on regular schedules at reasonable rates. In 1859 the company cut off its southern routes presumably because

they were unprofitable since California's population was concentrated in its central regions -- San Francisco, Sacramento, Marysville, and the Sierra Nevada gold country. Southern California as yet was sparsely settled and relatively undeveloped. On May 6, 1865, James Haworth resigned as president of the company and in October of that year it sold the Sacramento-Portland line to the Oregon Stage Company. After 1866 California Stage Company was heard of no more. Wells Fargo Express now controlled the most gigantic stage business the world has ever seen -- practically all stagecoach lines west of the Missouri River in the United States.

An interesting sidelight that may have contributed to the rather sudden demise of the California Stage Company was the accusation that James Haworth and many of his associates in the business were Copperheads during the Civil War. The Marysville Daily Appeal said that:

During the late civil war, Mr. Haworth was an ultra Copperhead, and took a decided and active interest in behalf of the rebels and against the Government... He was during the entire war acting as President of the California Stage Company, having his office at the southwest corner of Second and D Streets. So notorious was it as a place for rebel sympathizers to congregate to spit out their venom against all Union men and the Government of the United States, that it received the name of "Richmond Corner."

Of course, a Copperhead was no rarity in Civil War California; three-eighths of its population were devout southern sympathizers, many dedicated to overt conspiracies. In fact, Colusa, according to the Marysville Daily Appeal, celebrated the assassination of Abraham Lincoln in April 1865. In respect to Mr. Haworth, however, even his opponents conceded that ~~as~~<sup>5/</sup> a resident of Marysville "... he contributed liberally of his funds in aid of every good



work..." and that he was "honest and capable." His sympathy for the South was an opinion that he held in opposition to others. He was on the wrong side. But his obituary upon his death in 1903 was a glowing portrayal of an honest and upright citizen who made important contributions to his state -- not a word was said of his convictions about the Civil War.

#### THE AUTHOR

The author is a recently retired teacher, having taught literature and composition in Yuba City and for many years in Sacramento at senior high and junior college level. He received his A.B. degree at the University of Washington. He has an M.A. in history from California State University, Sacramento, as well as an M.A. in English from the University of Idaho.

He and his wife, Ruth, make their home in Yuba City; they have two sons and a daughter. Their daughter is married and living in the Bay Area. Their two sons are graduates of the University of California -- the younger, Robert, is with Dow Chemical and Blair is a deputy attorney general for California.

The writer's hobbies include traveling and writing. (He has contributed to various periodicals.)

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HALL & CRANDALL'S  
**LINE OF STAGES.**

CARRYING THE U. S. MAIL,

LEAVES SACRAMENTO DAILY FOR

**MARYSVILLE, TEHAMA,**

**RED BLUFFS, CAVERTSBURG,**

**ONE HORSE TOWN, MIDDLETOWN,**

**AND SHASTA.**

**FRENCH GULCH, TRINITY RIVER, WHISKY CREEK,**

**WEAVERVILLE, YREKA AND THE PITT RIVER DIGGINGS,**

Landing passengers at all intermediate points.

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**FOR MARYSVILLE,**

Three six-horse Stages leave and return daily. The public may rest assured that the arrangements of this line, for speed and comfort are unsurpassed in the world. Neither pains nor expense having been spared in procuring the **BEST HORSES**, finest **CONCORD COACHES**, and the most competent and **CAREFUL DRIVERS**.

For particulars of the times of departure, arrival, price of passage, &c., inquire of **JOHN SADLEIR GRAHAM**, Agent, office Crescent City Hotel, Sacramento, and at the respective offices along the line.

**WAY-BILL.**

**U. S. MAIL LINE.**

**Oregon Stage Company.**

H. W. CORBETT, Proprietor.

*Monday Sept 24<sup>th</sup> 1866*

**MARYSVILLE AND SACRAMENTO.**

*Mr. Andrus & Coffin* DRIVER.

Time of Arrival and Departure.

*Arrived at Bear River 10:40 A.M.  
Leave Bear River 8<sup>th</sup> A.M. Sept 25<sup>th</sup>*

*C. B. Fowler* AGENT.

**WAY-BILL.**  
**UNITED STATES MAIL LINE.**  
**OREGON STAGE COMPANY.**

From Sacramento to Marysville, *Tuesday Sept 25 1866*

Names	Nos.	Where From	Destination.	Dolls.	By whom received.
1 J M Mathias	1	Sac	M Ville	4.50	Sprague
2 Chat Creek	1	"	Chico	9	Sprague
3 E M Wright	1	"	M. Ville	4.50	"
4 J Selby	1	"	"	4.50	"
5 Mr Meant	1	"	Red Bluff	16	"
<del>6 Mr Hovey</del>	<del>1</del>	<del>"</del>	<del>No Ticket</del>	<del>4.50</del>	<del>"</del>
7 Jno Chino	1	"	"	4.50	"
8 Mr Ward	1	"	Red Bluff	16	"
9 Mr Clements	1	"	M. Ville	4.50	"
10 Chat Sanborn	1	"	"	4.50	"
11 Mrs Scott	1	"	"	4.50	"
12 Mr Brown	1	"	"	4.50	"
13 L B Cooks	1	B River	"	2	"
14 Wm Palmer	1	"	"	2	"
15 R Winters	1	"	"	2	"
16 Mr Lloyd	1	"	"		"
Pass E Corbett					
Amt due in full					87.50

3<sup>00</sup> added in the above on down side

71.50  
 87.50  
 15.91

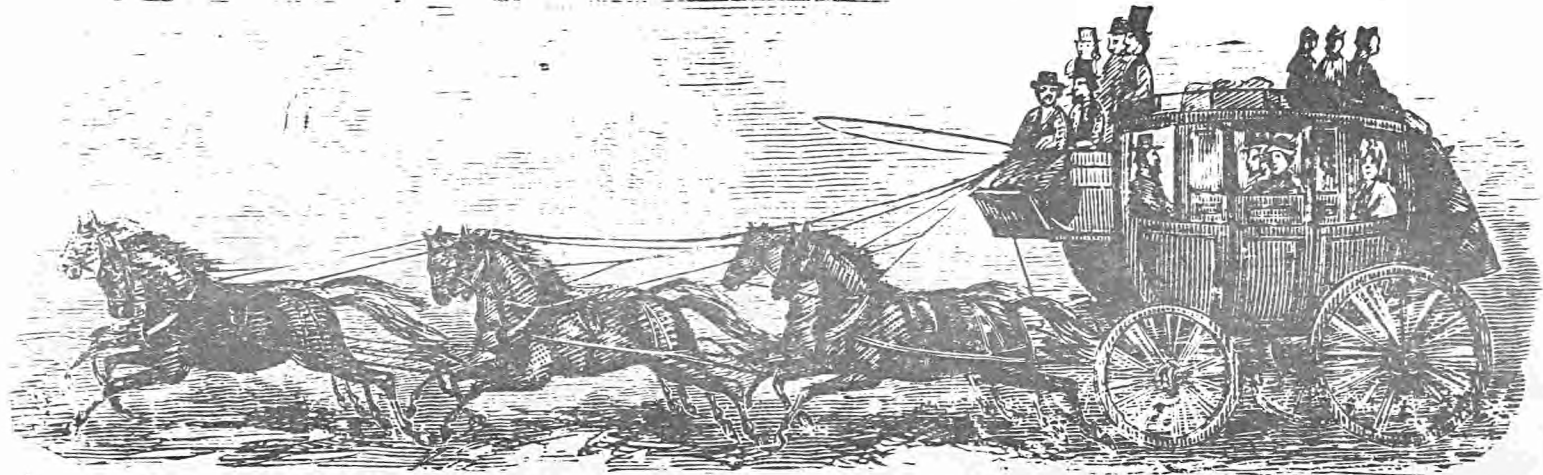
Judge, I telegraphed you for \$400 yesterday to expedite Rail Road tickets as I have advanced that amt which I covered & have monies on hand. S.



**A SHIPMENT OF CONCORD COACHES RIDING PIGGYBACK WESTWARD FOR WELLS FARGO AND CO. COURTESY WELLS FARGO BANK HISTORY ROOM, SAN FRANCISCO.**

# **PIONEER STAGE LINE,**

LOUIS McLANE & CO., PROPRIETORS.



**Carrying United States Mail and Wells, Fargo & Co's Express**

STAGES LEAVE VIRGINIA CITY DAILY, FOR SACRAMENTO,

Via Gold Hill, Silver City, Carson, Genoa, Lake Bigler, Strawberry Valley and Placerville;

CONNECTING AT FOLSOM WITH THE

**SACRAMENTO VALLEY RAIL ROAD,**

And at Sacramento with the California Steam Navigation Company's Boats for San Francisco.



**CELEBRATION AT CAMPTONVILLE 1892**

A GREAT CELEBRATION WAS HELD ON THE "BEDROCK" DIRECTLY BELOW THE TOWN OF CAMPTONVILLE. IT WAS ORGANIZED AND PLANNED BY WILLIAM BULL MEEK, SON OF MERCHANT JOHN R. MEEK. SEVERAL LOG CABINS WERE BUILT TO SIMULATE AN EARLY DAY SETTLEMENT. "SOLDIERS" WERE SENT IN TO PROTECT THIS SETTLEMENT FROM INDIAN ATTACK. ON THE DAY OF THE CELEBRATION, FIFTY "INDIANS" RODE BAREBACK DOWN THE BANKS OF THE HYDRAULIC MINE AND ATTACKED THE TOWN. THE "INDIANS" TRIUMPHED AND BURNED THE LOG CABINS. THIS PICTURE SHOWS THE STAGE DRIVEN BY WILLIAM BULL MEEK WHO TOOK SEVERAL OF THE PROMINENT CITIZENS OF MARYSVILLE AND YUBA CITY—AMONG THEM DR. JAMES H. BARR AND W. T. ELLIS, ON A WILD RIDE TO THE PENDOLA WINERY WHERE MORE "CELEBRATION" TOOK PLACE BEFORE THEIR RETURN TO CAMPTONVILLE. W. T. ELLIS NEVER FORGOT THE RIDE. HE STATED HE WAS NEVER SCARED IN HIS LIFE AND RE-TOLD THIS TALE IN THE YEARS JUST PRIOR TO HIS DEATH IN 1955. BARR AND MEEK WERE LIFELONG FRIENDS.

**LESTA JOUBERT, GRANDDAUGHTER  
OF W. B. MEEK**