

BUTTE COUNTY TO HAVE AN HISTORICAL SOCIETY

Through the persistent effort of the Butte County Branch, National League of American Pen Women, initial steps toward the organization of a Butte County Historical Society have been taken. Dr. Charles Scott of Chico State College is acting as temporary chairman, with the following serving as nominating committee for the permanent organization:

Mrs. Florence Boyle, Oroville; Martin Polk, Chico; C. L. Burleson, Gridley; Mrs. Leta A. Onstott, Gridley; Miss Charlotte Rutherford, Wyandotte; Captain John D. Hubbard, Paradise; Mrs. Hans Lemcke, Durham; James Brink, Biggs.

As a tribute to the Pen Women, we offer a poem written by one of their members, who has, for many years, been Dean of Women at Chico State College:

ROCK WALLS

Anna Louise Barney

What does it matter whose hands raised the stones?

Red men, yellow, or white performed the toil
Needed to mark the boundaries, clear the soil

Of debris spewed from some volcanic cone
Aeons ago. No grain might here be sown,

No cattle fed, until earth's hot turmoil
Had ceased. The rocky slopes lay bare, the spoil
Of mountain winds from higher snowbanks blown.

Courage and strength, patient endurance too

Built those red walls that edge our roads today.
Symbols of ordered life, the stone lines grew

By sturdy effort. Lest men go astray,

Restraint is needed; this our forebears knew
And this the message these old walls convey.

Note: — Various persons, each sure that he had the authentic history of the origin of the Butte County rock walls, have told me that (1) they were built by Indian labor (2) by the Chinese who came into California with the gold rush (3) by white men. This is the seed from which my verses sprang.

Edited by Thelma B. White (Mrs. Wilbur White, Glenn)

Colusa County Historical Society

Office of Secretary, 119 N. Butte Street

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WAGON WHEELS
Colusa County Historical Society

"Nobody can doubt that California must depend for her future prosperity on the proper settlement of the irrigation question." — Will S. Green, Father of Irrigation, 1895 (Supplement, History of Colusa Co.)

"And gentlemen my only hope, as I am on the decline of life, is that some day we can hope, some day I may stand on Pisgah and see a promised land for God's people in this valley. Then I will be ready to lay me down and die." — Will S. Green (his last public statement) before Joint Committee on Irrigation, members of U. S. Senate and House of Representatives, Tremont Hotel, Red Bluff, June 1905.

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The old stone quarry at Sites, Colusa County, where the stone that built San Francisco's famous Ferry Building was quarried, showing the Colusa and Lake Railroad Engine No. 1, better known as the "Peanut Roaster."

"THE OLD ORDER CHANGETH . . ."

"Sandstone quarries adjudged among the finest building stone in the world, noble and grand for reason of quality and inexhaustible supply, lie slumbering now, because the concrete age is an epoch in advance of the stone age."

(A clipping, source unknown, dated October 8, 1915, from the scrapbook of Mrs. Leola Burrows Shearin of Williams, California.)

COLUSA COUNTY SANDSTONE BUILDS SOME OF WORLD'S MOST FAMOUS BUILDINGS

Opened in 1886 the Knowles Quarry at Sites supplied the stone that built or strengthened and adorned some of the most beautiful and expensive buildings in San Francisco, the most famous of which is the Ferry Building, the work of architect Page Brown. "If the Embarcadero has a soul, it's shaped like the Ferry Building. The world over, the Ferry Building stands for San Francisco the way the Campanile stands for Venice, the Eiffel Tower for Paris, or the Empire State Building for New York. Its lofty tower is a sight that will bring a lump to your throat if you're a San Franciscan and seeing it for the first time from the deck of the train ferry that's bringing you back home. And, if you're going away, it's a part of that last look you'll never forget. . . . The Ferry Building means the tears of all the farewells that were ever spoken there, and the embraces of all those who ever greeted each other there. These and fifty years of hurrying footsteps.

"To examine it, you might think it had always been there and that the Spaniards had found it when they arrived, but that would be to be deceived by its diabness, its curious stillness and the air it has of waiting for something to happen. . . . Commuters and travelers trod its marbled and mosaic floors at the rate of fifty million a year — a volume of traffic exceeded by no other terminal in the world except London's historic Charing Cross Station. That was before the bridge sent the commuter ferries sailing into history. When that happened and the Ferry Building halls grew deserted and lonely, newspapers carried sentimental stories saying the Ferry Building was not dead, it was only sleeping." — Robert O'Brien in "This is San Francisco." The Ferry Building was actually the Swan Song of the Knowles Quarry, for in 1899, a year after the Ferry Building was opened the more aggressive John McGilvray Stone Company came into existence and the Knowles Quarry Company became defunct.

Many fine buildings are attributed to the McGilvray Quarry, among them the illustrious St. Francis Hotel in San Francisco, where within the past year, two dramatic events occurred; the death of the well loved Al Jolson; and the tumultuous reception of General Douglas MacArthur upon his arrival in the United States.

From John McGilvray's niece, Mrs. Jessie Sturrock Shoopman of Williams, whose father, Henry Sturrock, was superintendent, comes an interesting story of the two great pillars at the entrance of the St. Francis, from behind one of which the radio commentator, attempting to report General MacArthur's arrival, took refuge from the surging crowd. This is the story: The season was winter, shortly after the turn of the century. The place was the Sandstone quarry. The hour was small, sometime after the clock had struck twelve midnight. The two great matching blocks of stone, for the two pillars that were to dignify the entrance of the St. Francis, lay upon the hillside. On the morrow the huge mobile derrick would raise them up to the "stiff leg" derrick which, in its turn, transported the stones down the hillside and gently set them down on the flat cars of the Colusa and Lake Railroad for their final journey to San Francisco. A heavy storm came up. Mr. Sturrock, fearing what might happen to the loosened earth on the hillside, paced the floor. At 2 a. m. his fears were realized as a great landslide came down upon the pillars completely destroying one of them. It took months of work at an expense of hundreds of dollars to quarry another pillar equally as fine as the one that was destroyed. Could one, knowing this story, ever gaze upon the pillars at the entrance of the St. Francis without visualizing the tense hours of the watchers on that fatal night?

The stone that built the Flood Building, the Spreckles, Kohl Building and the Emporium in San Francisco, came from the McGilvray quarry as did that for the Episcopal Church in San Mateo, the Honolulu Hotel in the Hawaiian Islands, and closer to home the O'Rourke Store and the Carnegie Library in Colusa; as well as the Carnegie Library in Marysville. Dr. Robert Semple's monument in the Williams Cemetery was made from the Sites quarry stone as was that of William B. Ide's at old Monroeville erected in 1949.

A clipping from the Maxwell Tribune dated July 28, 1917, taken from the Scrap Book of Mrs. Leola Burrows Sherrin of Williams, sadly tells the death knell of the Quarries. "The old Colusa sandstone quarry in the low hills between Maxwell and Sites, for a considerable time one of the boasted industries of Colusa County, is now being divested of all the remnants of machinery, which is being torn down, taken apart and loaded on motor trucks and hauled to Maxwell for shipment to the Raymond Granite Company, while the junk, five carloads of old iron that at the time of its usefulness was thought would earn its weight in gold, is going to San Francisco for recasting. That was when the quarry was over crowded with orders. The method of making and mixing cement for building purposes which had grown into disuse since medieval days, almost of a sudden took possession of the modern builders, and cement manufacturers have sprung up with millions of dollars behind them and stone quarry stock has become valueless.

"Answering to the call of progress most industries gradually evolve into something better. But with the stone quarry business the use of cement caused an utter collapse in value." The closing of the quarry marked also the end of the Colusa and Lake Railroad. In August of 1916 notice was given that to satisfy a mortgage of \$50,000 the Colusa and Lake Railroad was to be sold at auction.

Later in the same year the Maxwell Tribune sounded a new note of hope, "It was thought for a time that the rapidly growing use of concrete or artificial stone would render all rock quarries valueless; but the Colusa sandstone of Sites seems to have weathered through the trials to evolve a lasting building material. It is proven to be able to stand climatic changes wherever it has been used and it is believed it will endure through all time."

In January, 1920, it was reported that the quarry would reopen and the stone would be dressed at the quarry.

In November, 1923, it was rumored that Henry Ford, international figure, and monarch of automobile manufacturers, was interested in Colusa County. It was reported that he had purchased the old narrow gauge right of way, from Colusa Junction to Sites, for "stone from the Sites quarry was known as building material par excellence."

In September 1925, after twelve years of idleness, the John McGilvray Stone Company did reopen, trucking stones weighing as much as eight and one half tons to the Southern Pacific tracks, Maxwell, for shipment to San Francisco. Ninety of these great stones had been quarried and shaped and left on the quarry grounds. Operations were short lived. Thirty eight years have passed since the quarries closed. Who knows, perhaps as some say, "They are not dead, only slumbering."

PLACE NAMES

Leesville (Colusa County) — Named about 1876 for "Lee" Earl, the owner of the land, who acquired his nickname (according to local tradition) because he was an ardent admirer of the great Southern Commander, Robt. E. Lee. — California Place Names, Erwin C. Gudde.

Stonyford — The town of Smithville, on Stony Creek, near the junction of that stream with Little Stony, was located by John L. Smith, who settled upon the land in 1863. In 1878 he erected a flouring-mill, taking water by means of a ditch from Stony Creek to run the mill. In the summer of 1890, the Stony Creek Improvement Company purchased the lands of Mr. Smith, including the mill, a three-story hotel, and the town site. As the town was located in low, heavy ground, the company abandoned the old site and laid out a new town about half a mile to the southeast, on a gravelly ridge, and to the new site, which was called Stony Ford, moved the hotel, refitted and refurbished it, and also moved the mill. Rogers (Colusa County, Its History and Resources.)

STONE CORRAL

Jessie Sturrock Shoopman

Stone Corral is situated six miles west of Maxwell, Colusa County, California. Captain Granville P. Swift settled on Stony Creek in Colusa County in 1847. In 1849 he purchased cattle of J. S. Williams. These vast herds were rodeoed once a year at three different points, an old adobe on Stony Creek north of Orland, at the adobe on the Murdock ranch west of Willows and at STONE CORRAL west of Occident now called Maxwell. Swift's vast herds grazed these plains for miles and the Mexicans and Indians were his vaqueros. At times thousands of head of stock were held here for the night, the corral only holding a portion of them as it is about 200 feet by 250 feet in size.

At Stone Corral there was a spring of living water that lasted the year round. There was another water hole on the southern part of the old Joe Evans ranch just south about two miles and now belonging to J. L. Browning of Crimes. The latter spring according to geographical survey is the warmest place in the Sacramento valley in winter. Wild animals, cattle and horses ranging this vast plain made regular trips during hot weather, going to one of these two springs or to the Sacramento River near Colusa if not sufficient water at the springs, feeding out, remaining away from water one day, then back to water the next.

Early settlers speak of the trails made deep into the earth by these half wild horses and cattle on the plains, some of them worn into dust easily a foot or a half deep. The little house that sat back under the big oak tree was built by some squatter or early day settler from lumber probably brought up the Sacramento River to Colusa, since it was the first house built in this vicinity for a number of years and one of the oldest and most interesting landmarks in our County. It has been torn down and the lumber put into a garage.

Also an adobe house near the corral built by Granville Swift in 1844-46 has been wrecked by those looking for Swift gold. Captain Swift not trusting too much in banks had a mold for fifty dollars and his gold was buried in many places.

In the year of 1908 the Native Sons became interested in historical landmarks. They went to Stone Corral and straightened up the old stone fence that had been allowed to fall in places, and erected two pillars on either side of the gate, which are cut from Sites Sand Stone Quarry, which is only a short distance away.

Charles de St. Maurice in company with another man, whose name I have forgotten, came to our house and asked my father (Mr. Henry Sturrock) if he would carve an inscription on stone for him, and my father consented to do this. So the pillars were selected from the quarry and father started to work. This is the inscription: "Erected by John Steele in 1855 and restored by Colusa Parlor N. S. C. W. 1908." Mr. Leon Lefebvre noticed the mistake in the name of John Steele and notified the Colusa Parlor No. 69 N. S. C. W. Much research work and correspondence took place.

Captain Granville P. Swift's partner was Franklyn Sears, the man for whom Sears Point is named, and it so happens that his daughter, now very old, is still living in Napa, and when questioned as to who built the Corral she stated, "My father and Captain Swift built the Corral. Of course, I'm sure. Wouldn't you be sure of something your father built?" It can be proved that Captain Swift owned the land at this time. John Steele was sheriff of Colusa County in 1858. There are reams more of proof that the corral was built before 1855, Granville P. Swift was killed by a mule in 1875 at Knoxville about 20 miles from Monticello, Napa County, and is buried in the Rockville Cemetery about five miles from Fairfield.

The California State Department of Natural Resources credits Swift with the erection of Stone Corral. Among others who spent time at the corral were General John Bidwell and Kit Carson. A photostatic copy of the Maxwell Phoenix, Vol. 1, No. 1 issued in the 1870's has as one of its feature stories on the front page an article about the corral and in it Captain Granville P. Swift is given full credit for its erection.

May I call the attention of the California State Department of Natural Resources to the enameled sign with Swift's name on it, placed by the gate, which has been used as a gun target. Also the post is leaning. A more permanent marker should be erected. Mrs. Leola Burrows Shearin and I visited there October 5, 1951.

WHO BUILT STONE CORRAL GRANVILLE SWIFT OR JOHN STEELE?

Folsom, California
February 26, 1951

Dear Claude:

"Only recently have I heard of the Granville Swift claim --- the name being wholly unfamiliar to me. And like your father my blood really boiled!

"I have nothing in writing that would confirm the authenticity of Uncle John Steele having built Stone Corral. I KNOW that he did and the story of the building was imbedded in my mind as soon as I was old enough to understand. At an early age, Steele, Le Vauche and I were taken there to see Stone Corral and the indented graves where Aunt Susan and her infant sons (two) were buried. . . .

"I think all the information in these clippings was given by me at the time the Corral was dedicated and I have nothing more to add except to say that Dudley Steele, a brother of Uncle John, drove many herds of cattle from St. Joseph, Missouri to Stone Corral after it was finished. The firm at that time was known as Mitchum, Steele, McCord & Company. In 1856 Dudley Steele was elected to the California Legislature.

Very sincerely,
Elise M. Houx

The above letter was written to Judge Claude Houchins of Colusa by Elise M. Houx, deceased, niece of John Steele. The following clippings mentioned in Mrs. Houx' letter were lent by Colis Mitchum, cousin of Mrs. Houx, and nephew of John Steele.

When the markers were placed at the Stone Corral on September 20, 1908 by the Native Sons of the Golden West, R. P. Glass of Nelson, Butte County, who had worked for John Steele for many years during the early fifties, was present.

He was one of the original builders of the corral. The old man broke down when called upon to tell something of the stone corral so many were the memories brought back by the occasion. With the exception of John Sites, also present at this gathering in 1908, he was probably the only living person who had visited that locality in the early days.

The Colusa Sun, Sept. 21, 1908, reported the occasion and gave a brief history of the corral.

"It was in the early fifties that John Steele married Miss Susan Mitchum and immediately started on that long trip across the plains for California where they expected to make a fortune in that wonderful State that had come so suddenly into prominence. The groom was representing the firm of Steele, McCord, Mitchum & Co. and brought a large herd of cattle with him for sale and breeding purposes. On reaching Colusa County he traded some of his cattle for land which he afterwards traded for the place known as the Stone Corral.

"The site was a natural one for a corral. The high hills came down on three sides forming a hollow which made it easy for the cattle-drivers to keep their cattle together during the night. As early as 1846 the Mexicans had used this place for a camping ground and had called it the stone corral on account of its mountainous sides. When Steele arrived at this place he found a combination brush and stone fence which had held many head of cattle, great numbers of which had been stolen and driven that way on the way to market."

GRAND ISLAND

"What a grand island," exclaimed Capt. Thomas Eddy in 1852, viewing for the first time, the unbelievably luxurious growth and the startling beauty of the island-like terrain, six miles in width and some thirty miles in length, formed by Sycamore slough putting out from the Sacramento river six miles below Colusa, and finding its way by another slough again into the river at Knights Landing, thirty miles distant. And Grand Island it became.

Will S. Green in the Colusa Sun of January 6, 1876, writes, "To the eyes of a practical farmer Grand Island presented, in its wild state, the most charming attractions. The growth of wild oats, clover, and other wild grasses was so rank as to almost make one question the truth of his own eyesight. The 'island' is all alluvial, and most of it is of comparatively recent formation, and the fertility of the soil is not excelled by that of any portion of the United States."

Captain Eddy settled a mile below Grimes Landing, establishing the first ferry north of Sacramento, which was abandoned only about ten years ago. Just below the ferry Judge C. J. Diefendorff built a general merchandise store and warehouse, and Eddy's Landing became one of the first, of numerous trading posts, to spring up along the river on the route of the Old Shasta Road, which ran from Sacramento to the gold mines above Redding. (See "Wagon Wheels" Vol. 1, No. 2.)

There from lumber brought around the Horn, Capt. Eddy built a three room house, and induced his comfort loving wife to come west, by writing her that he had built the finest house on Grand Island. Her disdain upon viewing it was great. To this disdain he replied in typical male fashion, "Damn it, I told you it was the finest house on Grand Island." However, Mrs. Eddy, being a woman of character and courage made the most of the situation. She was a very hospitable little lady and a fastidious housekeeper. She placed feather cushions on all her chairs and whenever Captain Eddy or a guest arose from the chair she immediately straightened the cushion. No dust or disorder remained long in her house.

The first white settler on Grand Island was Watt Anderson (1848) an old bear hunter, who prided himself on eating no other meat than that of bear. When stockmen began to settle within eight or ten miles of him he strenuously objected to having neighbors in his front yard, and moved to the mountains.

In 1851 a year before the arrival of Capt. Eddy, Cleaton and D. Grimes, came up the river in a small boat and built a cabin on the river bank, which stood until the flood of 1915. Clenton Grimes established Grimes' Landing, one of the oldest trading posts on the Sacramento, which became the present town of Grimes, a pleasant, relaxed little town of about 300 people.

On October 3, 1850, two years before the arrival of Capt. Thos. Eddy, and a year before the arrival of the Grimes Brothers, E. R. Graham and Richard Welsh made the first permanent settlement on the island just below Diefendorff's store. Richard Welsh determined to cultivate the rich soil about him, so set out for Sacramento to find a plow. There was not a plow in Sacramento, but a blacksmith undertook to make the iron part of the plow. Welsh took it home where Graham stocked it. Graham, Welsh, Grimes and Eddy carried it around to their different ranches on horseback, until they were able to obtain a "store plow."

Margaret Meyers Coughlan, from Kenosha, Wisconsin, and Maria Robinson Farnsworth were the first young ladies to settle on Grand Island. This was early in the fifties. From Mrs. Coughlan, who lived to be ninety, came the only inkling of a possible derivation of the term "Mormon Basin," designating the area on Grand Island lying between the arc described by Sycamore slough, and Dry slough, which forms a chord to the arc, putting out from the former a short distance below its head. Will S. Green declares that "not a Mormon ever owned a foot of it," but Mrs. Coughlan claimed that a colony of Mormons resided there briefly and were flooded out.

"The first thing Steele did on taking over this ranch was to build a home for his bride. The cabin still stands near the corral and a singular coincidence connected with it is the fact that Mrs. George Houx, niece of John Steele, went to live in the very cabin some fifty years after it had been occupied by its original builder, the land having been sold in the meantime.

"After Steele and his wife were comfortably settled in their new cabin he commenced the construction of the present Stone Corral. It took some three months to build it, one man doing the construction work while several others hauled the stone. Once completed it held many hundred head of cattle which at that time, it was said, were worth fourteen cents per pound in the field.

"Shortly after the corral was completed a son was born to Mrs. Steele and a short time later the mother and son were laid to rest in graves just across the creek from where the cabin stands. The land then changed hands and the original builder of the corral moved away.

"Two years ago some one allowed rock to be hauled away from the walls of the corral to patch the road in that neighborhood. In places the wall was almost entirely torn down. This was the condition in which it was found when the Native Sons undertook to restore it. The Houx brothers offered their services and did much in helping the order restore it to its original condition. In the future the Native Sons will keep an eye upon its condition and keep it in repair."

HONORARY MEMBERS

SARAH KINSMAN ALLGAIER, Colusa. Born July 31, 1860, Illinois Sheffield Bureau Co. Married August 25, 1879 in Colusa County to Geo. W. Allgater and has resided since that time (73 years) at 437 Oak Street, Colusa.

GRACE M. BICKFORD CHADWICK, Red Bluff. Born Bangor, Maine, 1868. Came to Elk Creek in old Colusa County in 1874. San Jose State Normal 1887. Married Geo. Chadwick 1893, who died in 1909. Taught school for 37 years in Glenn and Colusa counties.

LULU REBECCA NANNEY MCKENZIE, Red Bluff. Great granddaughter of Wm. B. Ide. Born March 8, 1874, the daughter of A. S. Nanney and Ann Eliza Cooper, daughter of Sarah Ide. Chico State 1891. Musician and business woman, operating her cattle ranches for twenty years after the death of her husband.

HATTIE C. FARNSWORTH MORRIS, Grimes. Born March 30, 1869 on Grand Island where her father Joseph Farnsworth settled in 1852. Her mother, Maria Robinson, one of the first young ladies to come to Grand Island, Colusa County, is mentioned elsewhere in this issue.

JOSEPHINE SMITH POUNDSTONE, Colusa. Born December 21, 1869, Camp Halleck, Nevada, where her father was an army officer. Married Jesse Poundstone on December 12, 1889. Moved to Grand Island, Colusa County, immediately after her marriage. Now resides in Colusa with her son, George Poundstone.

FLORENCE BETTIS WOODSON, Corning. Born November 20, 1863 in Red Bluff. Daughter of Ransom Bettis who resided in Colusa in 1851. Attended St. Joseph's Convent in Francisco, Washington Coriers in Niles and Red Bluff Academy in Red Bluff. Taught school in Red Bluff. Married Warren N. Woodson, Father of Corning, in 1887, who passed away in July, 1951, after 64 years of marriage.

People continued to move in and out of Grand Island over a period of several years. Alternating drought, flood and pestilence took their toll. "The dry seasons of 1855, 1856 and 1857, completely upset them. The virtue of summer-fallow had not then been discovered.

"Hay had to be hauled from the overflowed land near Sycamore slough to Colusa, whereas the year before wild oats had been six feet high almost over the entire river belt."

1855 was known as the "grasshopper year." "In 1855 the entire county was overrun with grasshoppers. They destroyed the oats, ate up the pasture and killed many of the young fruit trees that had been planted. They traveled from the foothills east toward the river, and were met at the edge of the timber on the river, by millions of birds, and except where the timber was very narrow, they did not reach the river, but when they did reach the river they swarmed into it making the water seem thick. They did not get on the east side of the river to do any great deal of damage. Of course there was not then the amount of farming that there is now and the damage was not so generally felt. That year the writer (Will S. Green) had a garden of some seven acres just below Colusa, and got ten cents a pound for cabbage and twelve and a-half cents for sweet potatoes. It was about the only garden to amount to anything in the county that year. The vegetables were sold from Colusa to Shasta."

1862, 1863 and 1864 were also drought years and "every interest in Colusa reached its lowest ebb." Will S. Green wrote of himself, "in 1862 I married Miss Josephine Davis (step-daughter of Howell Davis) and that fall went on a farm on Grand Island. Two successive crop failures upset me financially."

Came the years 1877-78, disastrous ones for the basin. Flood, not drought, became their problem. "Water rushed down through the sloughs above and a great quantity came from the foothills, levees had to be cut at Knight's Landing."

Many forsook the land, but some stayed. Strength of character and perseverance became synonymous with the word "stay." Names that loom large are those of Joseph Farnsworth, James Balsdon, Hunt Byers, Asa Gould, Andrew Myers, Dr. Hopkins and J. J. Hitcock.

In 1857 Howell Davis settled on Sycamore slough and engaged in farming and stock raising, driving his cattle and hogs to Sacramento to market them. Here on Sycamore slough, Mr. Davis established the village of Bridgeport. The school's first teacher was Sybil Sebia Jeffreys, who had come to California in 1863 by way of the Isthmus of Panama with her mother, brother and sister Mary to join the husband and father who had come overland. Sybil Sebia in 1876 became the second Mrs. Howell Davis and Mary, widely known in Colusa County as "Miss Mary", after her graduation from Mills Seminary in 1875 and Healds' Business College in San Francisco in 1876, became the bookkeeper of Howell Davis in his mercantile, warehouse, and ranch business. She lived in her sister's home and continued with double entry bookkeeping until the year 1942. For sixty-six years, living with the same family on the same ranch, she faithfully entered every expenditure and every receipt of funds in the same business. Today, a large number of journals, a large number of ledgers in her handwriting attest to her daily entries during those sixty-six years. Can you not almost hear the Father leaning out of heaven saying, "Well done my good and faithful servant?"

Since there was already a town called Bridgeport, the name was changed about 1872 to Sycamore, because of the large number of white barked trees of that name growing there, and moved closer to the river; for at that time, all traffic was by steamer and barge along the Sacramento.

Lots were laid out and sold for \$75 to \$90. Sycamore was quite prosperous. "Howell Davis has here a very large stock of general merchandise, dry goods, groceries, hardware, all kinds of agricultural machinery. He has a warehouse with a storage capacity of ten thousand tons. He also owns a ferry across the river. There is here a flourishing lodge of Good Templars; they meet in a fine hall over Davis' store. The members of the Christian Church have a very neat little church building. The public school-house just west of town is a very nice building. There is a hotel, machine shop, blacksmith's shop and several residences.

"The Grand Island mills are situated on the bank of the river, something less than a mile below. These mills were built first in 1852. It was then a sawmill and gristmill combined. They sawed siding and scantling of the oak timber." So hard was this oak timber that it twisted as it dried and would scarcely hold the nails. But flour, from the gristmills, was something else again. It was of such fine quality that millers in San Francisco paid a premium for empty sacks with the trademark of the Grand Island mills, and the Indians braided the mosquito infested meshes along the river to pick blackberries and trade them paid for pail of flour. This was flour of the SAME quality that in the 70's became known in England as "California White Velvet."

With the arrival of the railroad and the cessation of the river boats, shipments went west, and the thriving river villages on Grand Island began a decline. The post office department requested that Sycamore be changed to Muscatel. The citizens rose up in arms and informed the post office department that their township had been named long before any other of the same name. Consequently the competing town was induced to change its name to Cranmore.

Today there are half a dozen families living in Sycamore, while some twenty-five families receive mail at the Sycamore postoffice. During the busy seasons in agriculture the town is augmented by forty or fifty working men.

Occasionally voices are raised in hymns of praise in her quaintly beautiful little church. The Reverend Samuel H. Claypool, minister in the Colusa Christian Church plans to hold church there once or twice a year. The next service is scheduled to be a reunion for the people of the community and those who attended church and Sunday school in the past, the meeting to be followed by a basket luncheon.

The hurrying feet of children no longer mount the steps of the school house; busses whisk them to Colusa, six miles distant.

The good earth remains the good earth, yielding abundantly through reclamation and irrigation to new crops and mechanized methods of production. Here indeed is the "promised land" for which Will S. Green had hoped, freed at last from fear of both drought and flood.

THE SMALLEST CHURCH IN THE WORLD

Tennie Abel Edmonds

One of Colusa County's oldest and most unique landmarks is located near the roadside of Highway 20, a few miles north of the little early day settlement of Sycamore, so named because of the heavy growth of sycamore trees there at that time.

This landmark, a shrine or outdoor altar, marks the spot where Father Peter Lafabre, a French missionary, celebrated the first mass ever to be held in Colusa County, in the year 1864.

It is thought by some that this spot was selected by the missionary to be the future location for the northernmost of the chain of Missions being built from the south up, but it is not known just how authentic this is. At any rate the Mission at Sonoma was the last completed.

For many years the location was marked by a large wooden cross, 27 feet high, hand hewn with help from the Indians, but one hot dry summer a grass fire swept across the surrounding fields and the wooden cross was burned.

Three years later through the efforts of Father Waiath who came to Colusa in 1877 where he served for 35 years, the outdoor shrine, built of brick, and a concrete cross was dedicated by the Knights of Columbus of Colusa.

Mass was celebrated by Father Vaughn of Our Lady of Lourdes Catholic church of Colusa. It is most interesting to note that at this Mass, three ladies who had attended the first Mass were still living, Mrs. A. Schirbuer and Mrs. John Coughlan of Arbuckle and Mrs. Schorn of Willows.

Several years ago, Ripley of "Believe it or Not" fame, featured in one of his columns, a very perfect pen and ink sketch of the shrine, calling it "The Smallest Catholic Church in the World."