

RUSSIAN RIVER RECORDER

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Road Scraper & work crew on Eastside Road circa 1890

Transportation Part 1

Healdsburg Museum and Historical Society
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Editor's Desk

It's spring, and the rains are finally drizzling to an end.

This would be the time to throw open the doors and windows, clean the cabin, and take to the road once more - if it were 120 years ago in northern Sonoma County.

Before the sturdy bridges and reliable road systems were built in the 1870's, the long winter and early spring rainy season meant that travel from home was stopped, except for the most urgent needs. Depression, mischievous mayhem, and occasional incidents of murder and suicide generally accompanied those dark, damp weeks.

In honor of the traditional season for local picnics, joyrides, May Day gatherings, and generally adventurous excursions, the "Recorder" offers part one of its two-part issue on transportation in early Sonoma County.

Part one includes a detailed account of country road conditions, rules, and maintenance by former upper Dry Creek resident and native, Duvall Bell. Also included are accounts of early attempts at river crossing and navigation, livery stables, the first "flying machine" in Healdsburg, and more.

If you have something to contribute to the "Recorder"; please call, write, or transport yourself to the Museum. We will be happy to hear from you.

Country Roads

by S. Duvall Bell

The first roads in the Dry Creek and Skaggs Springs area, and no doubt in other rural areas of Sonoma County, were created by driving your horse-drawn wagon or buggy from one farmer's home to the next. As the roads began at a trading center, say Healdsburg, then meandered in the direction of adjacent towns or valleys, the path of the road was very irregular. The roads were all dirt and very narrow, just one-way. There were no bridges. Streams had to be forded at suitable crossings. During heavy winter rains when streams were swollen you would be marooned at times for several days. We did not attempt travel during stormy weather unless there was an emergency such as sickness. Another reason for not traveling during stormy weather was that the dirt roads became so wet and soggy and full of mud and bog holes that it was dangerous. Your horse and buggy could mire down until you were stuck.

The foregoing road conditions began to improve as time progressed. Wooden bridges were built over the larger streams, shale rock and gravel were hauled by horse and wagon by local farmers to fill in the worst mud and bog holes.

Eventually Sonoma County created a Road Maintenance Department. Each County Road Superintendent was responsible for the care of the roads in his district. He in turn divided his district into smaller sections and appointed several local farmers as road bosses in each of these. The road boss was paid \$4.00 per day for this team of horses, wagon, and himself for every day he worked on the road. This was not every day, only days when necessary road repairs had to be made.

In the fall of each year after the crops were harvested, the road boss would contact local farmers in his district, who were interested, to haul gravel from the stream beds and deposit it in the middle of the roads where necessary. Then as a single horse was driven on the road its feet would scatter the gravel over the surface of the road. This work was done all by hand.

The wagons used for hauling gravel were converted big wagons used by the farmers for hauling farm produce. The farm produce body was removed from the wagon and a box-like body was installed. It was

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On the way to town, near
Healdsburg circa 1900

The summer road dust became so bad that many residents, when dressed in their Sunday-best, wore dusters over their clothing to protect it. The duster was a full-length overcoat type garment made of light cotton material.

There were many complaints from local residents about the great amount of dust on our country roads during the summer months; so much so that the County Supervisors decided to implement a system of sprinkling the main-traveled county roads in the valleys with water to lay the dust during the summer months.

about 12 inches deep, 3 feet wide and 8 feet long, open in the rear, with a removable drop gate.

The floor was made of 2"x4" fir lumber, one end of each 2x4 was altered with a draw knife to form a handle. The 2x4's were then laid, wide side down with handles to the rear with the exception of one, to form the removable floor of the box. The one remaining 2x4 was then beveled and became 2x4 on one side, 1½x4 on the other and laid on the floor with the 1½" edge down, which became the key to unloading the gravel when the box was full.

When the removable floor was in place and the drop gate was in place, the gravel hauling wagon was ready to be loaded. The two-horse team and gravel wagon were driven to the nearest stream bed of dry gravel where the wagons were loaded by hand with a shovel. They were then driven to a designated place on the road and the team stopped in the middle of the road.

The drop gate was removed which exposed the handles on the end of the 2x4 removable floor. The first 2x4 to be removed was the key, the one with the beveled sides. This was done by lifting the key up by hand. This removed the tension on the remaining 2x4's which were each moved sideways, allowing the gravel to spill out into the center of the road.

The farmer could be paid his \$4.00 per day by the County of Sonoma or apply his earnings to the property tax on his farm. This type of road repair continued until about 1915.

The roads were sprinkled with a large tank wagon drawn by two draft horses. The water to supply the water wagon was obtained from shallow wells which the County of Sonoma dug alongside the county roads at areas where water was easily available. The wells were located a suitable distance apart so that the water wagon driver would not have to spend too much time traveling for refills.

There were no tank towers or tanks with a ready water supply. The water was pumped directly into the water wagon tank from the well. The pump was a two-piston suction pump. The two pistons were moved up and down by piston rods connected to an overhead crank shaft, designed so as to create alternating strokes of each piston and an even flow of water.

The crankshaft was turned by a gear on one end of the shaft which was mated with a circular gear mounted on the top of the pump and operated by horse power. A wooden tongue about 8 feet long was bolted to the circular gear on top of the pump. On the outer end of the tongue was an iron ring to hitch the horses to. One horse was unhitched from the water wagon and the singletree of its harness attached to the ring in the outer end of the tongue.

Thus as the horse walked in a circular path, the pump was operated and water flowed liberally. This method of supplying water was very successful, being both economical and dependable. As I remember it, the sprinkling of the main county roads continued until they were resurfaced with more durable

material, concrete, road oil, and asphalt. That was from about 1920 on, depending on use, location and need.

Don't drive your trotting horse too fast when you first start out cold, folks, it might get the skitters.

Rules of the Road

Rule #1

As the first roads were very narrow it was customary when two horse-drawn vehicles approached each other, that the one nearest a wide place in the road would pull out and stop and wait for the other vehicle to pass.

Rule #2

If two vehicles met on a hill, with no room to pass, the smaller and lighter vehicle would back down the hill to a place wide enough to pass. If this was not practical, the largest and heaviest vehicle would drive on the inside of the road, as close to the bank as possible. The other vehicle would endeavor to drive by with the outside two wheels over the bank. If this appeared to be too dangerous, the horse or horses drawing the outside, lighter vehicle would be unhitched. Then the men from both wagons would lift the lighter vehicle off of the road. After passing was complete the lighter vehicle would be lifted back onto the road, the horses re-hitched, and they were on their way again.

To help prevent the foregoing type of passing, the large four-horse freight and produce wagon used hame bells on the two lead horses to warn other vehicles of their approach. Other vehicles were expected to wait at a suitable wide place in the road until they had passed. This worked very well for the hame bells could be heard for quite a distance.

Hame bells consisted of eight or ten two-inch wide cast iron bells of different tones, mounted on the underside of a half circle steel band about one inch wide and one fourth inch thick. The two ends of the half circle of bells were attached to the top of the two hames on each lead horse collar. The bells shaking violently as the horse walked, made a rhythmic sound.

Rule #3

The largest and heaviest wagons always had the right of way.

To Cross a Swollen River

The following is an article written by pioneer Healdsburg settler, W.A. Maxwell for the "Healdsburg Tribune", April 2, 1908:

"In those early days [1850's] travel to San Francisco was by stage to Petaluma, where there was a stop overnight and by boat the next day, stage fare \$3, hotel \$2, boat \$3, making the round trip \$16 and four days time. The mudflats in winter, especially near Petaluma, and the unbridged gulches and streams, made travel difficult and many a long detour was necessary in order to get there at all.

I was Healdsburg agent for the stage company and for Wells, Fargo and Co.'s express, and I think it was the winter of 1860-61 there was a great rain and Russian River was on one of its biggest spreads. On such occasions it was crossed at the old ford about where the wagon bridge is now [near current auto bridge], by one of those old fashioned scow ferry boats, operated by a block and tackle and a rope stretched from bank to bank.

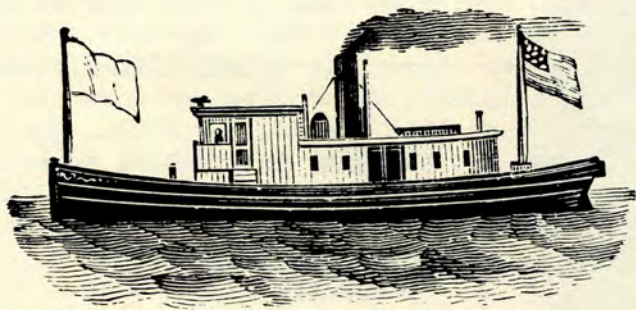
At this time the water got so high that even this means was impracticable, the east bank and much of the Fitch ranch being flooded [current Bailhache Ave. area], in places too deep to ford.

Healdsburg had no bank or telegraph at this time, most of the business correspondence being done by the express company's franking envelope, and bills paid by shipping the coin from place to place. During this freshet the stage could not pass and we were cut off till John Grant, who lived on the east side of the river, came to our relief.

He put a pack saddle on an old roan horse he had, and lashing the express box, often containing large sums of money, on top of it, turned the animal's head our way and told him to go. The horse seemed to appreciate the situation and swam bravely over. I took the box from him, tied on the return box and sent him back. This was repeated for three or four days until the flood abated.



Steamboat on the Russian River



There was a time when Healdsburg residents were certain that the Russian River was going to be navigable and that the area by the railroad bridge would have a fine wharf where they would load their produce onto steamships bound for San Francisco.

At least two men tried to make this dream come true. The first, William Johnson, built a five-paddle boat and launched it on the river at Healdsburg in November, 1861.

The boat was eleven feet long and according to the "Daily Alta California" newspaper (Nov. 12) "She moved off gracefully, amid the cheers of the crowd and the thrilling music of the Russian River Brass Band...After she had run up and down the river for several hours, exhibiting great speed and beauty and regularity of motion, the crowd dispersed, satisfied that the new wheel must undoubtedly prove a success..."

No one knows what ever happened to the boat, but apparently it was never launched again.

The next heroic attempt was made in 1870. The following excerpts are from the Russian River Flag newspaper:

May 13, 1869

The Steamboat Enterprise is now being built at Heald's Mill [Guerneville] by Capt. John M. King, will be launched next Saturday the 15th. The machinery is all aboard now and the boat will be completed within two or three weeks when she will make an excursion to Duncan's Mill on the coast going down one day and returning the next. As many of our citizens will want to join the excursion...the livery stables will run stages down to the landing twelve miles from Healdsburg. Capt. King has been running a barge on the river, drawing from fourteen to twenty-six inches, according to the load. He has made six round trips from Heald's Mill...He has built another large barge drawing only twelve inches when loaded. He is now building the "Enterprise" to tow those barges. The boat is 50 feet

long; 10 foot beam on the bottom and 14½ feet on deck; Engine 15 horsepower; draught 12 inches; depth of hull 44 inches; dip of paddles (sternwheel) 10 inches. She is built in a superior manner and fitted up with a cabin and all necessary conveniences for carrying passengers. Capt. King having a contract for carrying the lumber from Healds and Guerne's Mill.. In the season of high water the captain expects to run to Healdsburg. This would give us cheap freight between Healdsburg and San Francisco while the mud road to Petaluma was at its worst..."

August 12, 1869

"The steamer Enterprise, Capt. John King, has steam up again and is running.... The Capt. has constructed a dam and a lock, which gives the river a three foot rise above the dam. He will open the lock and let the boat ride through to the sea on the accumulated waters. Capt. King says that three locks would be sufficient to make the Russian River navigable to Healdsburg the whole year; also that we may expect to see his boat up here in the fall rains."

December 23, 1869

"The Steamer Enterprise - we are pleased to learn from Mr. J.W. Bagley that Capt. King's boat..is now successfully running on Russian River. She left Heald and Guerne's Mill..for Duncan's Mill, with barges in tow loaded with charcoal. On her next trip she will cary hoop poles and several thousand Christmas trees for San Francisco. At last, after several unsuccessful attempts Russian River is navigated by a live steam boat, and we hope, when the river rises to see the little vessel throw out her bow-lines and stern-lines and spring-lines to the Healdsburg Wharf..."

Since the above was in type we are informed that the boat will leave Heald and Guerne's mill today..on a pleasure excursion to Duncan's Mill..Fare down and back \$2.50. Two barges fitted up for dancing will be in tow."

February 17, 1870

"Mr. Hudson's bill declaring Russian River navigable and providing for its improvement, has passed the Assembly¹. This is intended to encourage and protect the indom-

¹Thomas W. Hudson owned an extensive ranch on the Russian River at the southern boundary of Healdsburg. An ardent democrat, Hudson was a politically influential Sonoma County Representative to the State Legislature. Declaring the river navigable would have served his interests as he owned the west bank of the river and half of a ferry system at the present site of the County Bridge, a natural location for the proposed Healdsburg Wharf.

table enterprise of Capt. John M. King, who has built a steamboat to navigate Russian River, and it will no doubt become a law. It will be of great benefit to our county."

March 10, 1870

Some weeks since Capt. King attempted to make a passage to Healdsburg with the "Enterprise" but a little above Heald and Guerne's mill the pilot backed the boat upon a snag and sank her. This occasioned delay and considerable expense, but the indomitable Captain has got her afloat again and, with the experienced help of his friend Capt. Parker of the Mare Island Navy Yard he will make the first voyage to Healdsburg as soon as some obstructions can be removed from the river, which he is now engaged in doing with a force of fifteen men. The boat is now above the mouth of Mark West Creek about ten miles below Healdsburg. The captain has bought new sixty-horse power engines for her and he will keep her here when she comes up until they are put in. "

May 5, 1870

"We have learned with considerable regret that Capt. King's boat the "Enterprise" is, for the present, a failure...At his request we publish the following letter:

"...Heald and Guerne have attached my boat, but that will not prevent me from making a living as some friends have engaged me to run the Perseverance Saw-mill..thirteen miles above Cloverdale. They also attached my dog "Gipsey", which I valued more than money. They sold the dog for \$200...They may break me, but they cannot keep me broke. The first of August I will commence building another steamboat at the mouth of Russian River, to be called the "Perseverance".

Respectfully yours,
John M. King"

The steamboat Enterprise had apparently moved more and more slowly up the river after she was freed from her snag 10 miles below Healdsburg. According to local historian Julius Myron Alexander, farmers had to haul the boat by horse-teams until she became irrevocably grounded near the Calhoun ranch, about 5 miles south of Healdsburg. (near Windsor River Rd. and Eastside).

There she lay beached until the next fall when "the same crew" came to re-caulk her and sail her back down the river to Duncan's Mill.

No further reference has been found regarding the steamship "Enterprise", the proposed steamship "Perseverance", or Capt. John King. Local farmers resigned themselves once again to "the mud road to Petaluma".

Museum Moves in May Or June

The Healdsburg Museum, Edwin Langhart founder, will be moving to a temporary location in late May or early June of this year. As we go to press, we still do not know where that location will be, but we will notify our members as soon as a location has been decided upon.

As most of you know, the museum hopes to eventually move to the 1911 Carnegie Library building when the current library moves to its large newly-constructed facility. That move is probably about two years away, however.

The City plans to remodel the current Museum/Community Center building for a new Senior Citizen's Center.

The sour note in the game of musical buildings came when City officials realized that some of the grant money awarded by the government for construction of the Senior Center

must be spent this summer. This means that the museum must move before construction begins in June.

We remain hopeful that a new facility will be decided upon soon, and that the museum will be able to continue its current level of services. The records and research library is an important part of the museum and is vital to its functioning. It is hoped that there will be room for it in the interim facility.

The move itself may require a great deal of work, so we would appreciate any donated labor that our members could spare at that time to pack and inventory the artifacts.

We will be closed for public viewing for part of the summer until we can reconstruct exhibits.

But keep watching for us; the Healdsburg Museum in its new temporary quarters on its way to its future permanent quarters.

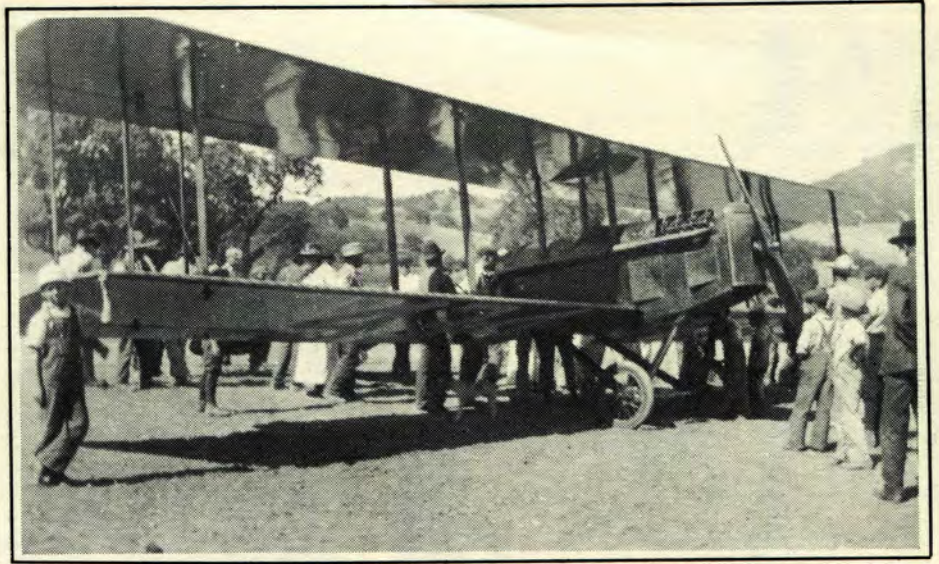
The First Flying Machine

in Healdsburg

The Amazing Flight

-and Crash-

of Fred Young



"For the first time in its history Healdsburg will be visited by a flying machine..." ran the headline of a local paper on July 3, 1919.

Just before twilight on Saturday, July 5, 1919, a large welcoming crowd (some of whom had been waiting since early morning) heard the distant motors of the Jenny biplane, and soon Lieutenant Fred Young's "flying machine" was in view.

A hometown boy, Fred wanted to show his old friends some real flying. He treated them to a 30 minute stunt show in which he flew at 9,600 feet, "looped the loop, did the falling leaf stunt"..and nose dives "to within a few hundred feet of the earth". He landed safely in Luce's field, the old ball park near First and Matheson Streets. He was welcomed like a hero.

Fred Young was born and raised in Healdsburg, where his grandfather had settled in 1859. In 1918 Fred enlisted and went to San Diego to learn to be an aviator, graduating in the 95th percentile of his class. He was commissioned as a lieutenant and was finally stationed in Riverside to become an aviation instructor.

For months Fred had been promising the hometown a visit by a real "flying machine". So after awesome stunts in a government plane at a fourth of July celebration in Tulare Fred headed home Saturday morning. He was held up for two hours in Napa trying to get gasoline for the plane, but he arrived before dark.

On Sunday he had a little trouble gaining momentum for a take-off, so he made a quick dive under some telegraph wires. Apparently the ball park did not double well as an airfield. But he managed to get airborne and defied death by performing amazing aerial feats for at least one hour before landing.

On Monday morning he was scheduled to return to headquarters, and a large crowd assembled around the Jenny to see him off. Little children proudly had their pictures taken in front of the machine.

The engines whirred and Fred was off. Just as the plane began to rise the telegraph wires again loomed in his way. According to the local press, Fred tried to dive under the wires as he had the day before, but this time one wing grazed a small oak tree. That spun the plane off course and within seconds, to the horror of the crowd, the plane careened across Matheson Street and into the roof of the Goodrich barn.

Fred quickly leaped from the cockpit "without a scratch", but the "car was beyond repair".

Although the young aviator was "disappointed", his friends rallied round him. Arrangements were made to ship the damaged remains by rail to Riverside. That night Lt. Young's Elk Lodge brethren enlivened his enforced stay by holding a dinner in his honor at the old Plaza Hotel.

According to some accounts, Fred Young, many years later, confessed that at the time of the famous crash he had been leaning out the side of the cockpit giving an irreverent, but good-natured signal of farewell to his friends down below. The next thing he knew he was inside the Goodrich barn.

But the crash of July 7, 1919, didn't seem to tarnish Fred's image as a local hero. A year later he returned to Healdsburg to take over the family mortuary business. From 1926 to 1940 he was elected and re-elected to the office of County Coroner and public administrator. He retired only due to ill health.

Ladies who were only small girls at the time Fred returned to Healdsburg, Marjorie



Trying to describe Fred Young, Art Scheiffer said, "Fred kept his leather aviator's jacket for many years. But one day he just gave it to an old bum who didn't have a coat in the cold weather."

"Fred always dressed very well, impeccably, but he was just the kind of guy who would be standing with his friends and suddenly lay them a serious bet as to whether a fly on the wall would walk up the wall or down."

In short, a great guy, and always a local hero.

He died at home in his sleep on October 29, 1940.

Anderson, Cleone Tilley, and Rena Phillips remember being in awe of this daring, spirited and popular young man.

In his school days Fred was quite an athlete, winning second place in pole vaulting in state-wide competition in 1908 (he would have won if he hadn't broken his arm); and won first place in 1910.

A lover of nature, animals, and children is remembered by all who knew him as a "perfect gentleman and a wonderful man".



A Missourian Takes a Stroll About Town

The following critical view of the streets and bogs of Healdsburg was copied from a letter to the editor in the Russian River Flag February 3, 1870:

"Last Sunday I concluded to stroll across the slough into the northern part of town - or perhaps I should say city, if a town spread over a great deal of ground is entitled to be called a city. I was not alone, for being a cautious Missourian, and unacquainted with the proposed route, I knew that without a pilot I would get lost among the by-ways and highways and crooked lanes of this most struggling of all towns; so I got my friend M_____ to go along with me. He is an old settler and understands all of the meanderings of the tortuous streets...

We passed many beautiful lots unimproved. Why are they vacant? Perhaps the owners intend to build on them, but on account of the hard times feel unable to do so at present. It can not be that they are held for speculation, for they are already above that point...

Coming down to the main street, we wended our way back to the business part of town, passing on the way an extensive frog pond called "the Slough". [once extending for several blocks across the main street just north of Piper Street-ed] Our city fathers have taken the right view of this pond question by letting the water stand and stagnate instead of draining it off. What is our health compared to the inconvenience the frogs would suffer if that slough were made dry land?"

Ferries and Bridges

In the earliest years of settlement in Healdsburg, there was neither a ferry nor a bridge to cross the Russian River. Dirt trails beaten down by horses hooves and wagon wheels (abandoned when they became too deeply rutted) led up to sand bars and natural fords in the river.

During the winter and spring months, however, crossing the river was sometimes a hazardous endeavor. When emergencies arose settlers would resort to rowboats or canoes that were threatened by the current and the dangers of floating driftwood.

According to local historian Julius M. Alexander, the first ferry system in the area was established by a Mr. Kirby about 1859 at a point one mile south of the present County bridge. It was said to be an unsuccessful operation.

County road maps from 1858 bear this out, showing the "Ferry" located a short distance south of Memorial Bridge near the old Grant Station area.

By the early 1860's, the ferry was located about where the County and railroad bridges are now, and it was owned by Thomas W. Hudson and John D. Grant. Hudson owned the west bank of the river and Grant the east bank. They were equal partners, each owning to the middle of the stream on his own side.

The Hudson-Grant Ferry operated by means of a rope cable stretched across the river. The west end was tied to an oak tree; the east end to a windlass (winch with crank).

In the fall of 1867 the partners built a larger boat and established the following rates:

4 horse wagon or ox-team	75¢
2 horse team	50¢
person/ea.	10¢
cattle/ea.	8¢
hogs/ea.	5¢
sheep	3¢

This ferry enabled stockraisers to get their livestock to southern markets even in the rainy season.

In the summer of 1871 the long-awaited arrival of Northwestern Pacific Railroad tracks precipitated the building of a railroad bridge across the river. The railroad company also donated \$5,000 for the building of a wagon bridge to be built nearby to enable farmers east of the river to get their produce to the depot. The County Supervisors made up the remaining cost, \$11,000 and the bridge was completed by the late fall:

"Work on the Russian River Bridge is progressing satisfactorily. The piles for the two abutments and the two piers have all been driven. They are sunk some twenty feet into the gravel and cut off at the present water level. A frame is then made of 14 x 14 [inch?] timber, and firmly bolted together; this is placed on the piles and firmly spiked down with inch and a half iron, from three to four feet long, and uprights are placed on this frame. They have been placed in position on the two piers and the western abutment..."

(Russian River Flag 9/7/1871)

The early wagon bridges as shown by the above description, were made of wooden timbers, and were often swept away by winter floods. They were continually being repaired or replaced until 1893 when a "modified Pratt truss" bridge was built.

Fourteen men spent two months in that year completing a bridge with 3 piers, each 24' high and 25' wide and 7' deep (requiring 330 barrels of cement). It was further reinforced with iron needle beams "that would make it impossible for the floor to collapse".

It was strong enough apparently to last until the present concrete and steel bridge was built in 1921. That bridge took nearly a year to build, and its construction was distinguished by a 24 hour armed guard during November, 1919. Like all steel bridges in the United States it was being protected from threats of violence made by the Industrial Workers of the World and other "Reds".

Sources

Alexander, Julius M.; "Romance of the Russian River"; 1931
"Democratic Standard": 10/3/1867; 10/24/1867; 11/14/1867.
"Healdsburg Tribune": 11/9/1893; 11/15/19; 12/22/21
"Russian River Flag": 5/25/1871; 6/15/1871; 7/6/1871;
7/13/1871/9/7/1871.

Miscellaneous

"Our energetic road master, Mr. J.H. Truitt, has given the streets a general overhauling much to their improvement. He is now opening Fitch Street (which runs along the western side of 'Fossville') to connect with the corresponding street on the north side of the slough. Centre Street is also soon to be extended across the Slough."

[Russian River Flag; March 25, 1869]

"Sam Brannan has 164 Chinamen at work building the new road over the mountains from Calistoga to the Geysers. Their white tents have been visible from Healdsburg for a number of days."

[Russian River Flag; April 8, 1869]

The Livery Stables

[The following article was written by Dr. William C. Shipley, a Healdsburg native, physician, and local historical writer until his death in 1948.]

Back in the days of our youth and long before, in those historic, glamorous horse and buggy days when six miles an hour was considered good average speed, livery stables flourished and were a definite feature of the life of the period. Fact is that many cities of that time enacted laws limiting speed within the city limits to six miles per hour and occasionally arrests and convictions took place even in the old home town.

Healdsburg had its share of those wonderful institutions. Some bore names such as "The Geyser Stables", "The Sotoyome Stables", "The Fashion Stables", etc. Three were located almost in the heart of the business section; one over across the slough near the celebrated Kentucky Saloon, was owned by Jesse King and the last in the list was started by Ed Bale, being located on Fitch St., near Tucker.

Among the early proprietors of stables we find William Cummings, Jesse King, N.W. Bostwick, William Brice, John Edrington, Lew Helman and later on J. Conner, Tom Neely, Frank Newland, Jimmie Guerin and Jerome Hobson. They all had fine horses, snappy rigs, showy harness and other gaudy trappings, all of which were kept shining like new. You could hire single, double or four-horse outfits all the way from carts, open buggies, carriages to carryalls and busses.

Each proprietor took pride in the perfection and appearance of his stock and equipment and how elated the local boys would be to have the pleasure of taking the lady of their choice out for a drive in the evening or in the moonlight or for a long drive on Sundays behind high-headed, high-stepping speedy horses in gorgeous rigs...

For many years a six-horse stage driven by John Edrington left the Geyser Stables each day for the resort of that name out beyond Geyser Peak. It was one of those old-time thoroughbraces of stage coach days which rocked along, creaking and chuckling as it rolled onward behind the six prancing horses. With the picturesque driver, six ribbons and long whip in hand, everyone on the street stopped to look and admire - and John loved it, for he was a great reinsman.

During the breeding season each Saturday morning there would be a parade about the plaza of from ten to twenty of these fine big animals with a "Jack" owned by Mr. Rickman of the Mill Creek section bringing up the rear. The Cummings Stable had the only hack in town. This old hack could be used as an open or closed carriage and was used when celebraties came to town, or for funerals and on occasions to air for public gaze some underworld characters of gaudy plumage.

The Brice Stables drove the bus for the Union Hotel and had its share of novelties. When any rigs went out from the stables for state occasions, the driver was decked out in a long black coat and high-topper to conform to the social dictates of the times.

The Cummings Stable cared for and drove the Sotoyome Hotel bus to and from all passenger trains. They also drove the water wagon with which the dusty streets were sprinkled in summer, drove the local hearse and were headquarters for many of the locally-owned stallions.

George Warfield informs me that each Sunday when skies were blue his father hired a matched buckskin team from Jesse King to take the family out for air and recreation, sometimes going as far as Kellog and back all in one day. This team was noted for speed, beauty and endurance.

Now all these proprietors were fine men and outstanding figures in the life of the community each doing his share toward its advancement. However, they employed a rather motley array of help as hostlers, drivers, buggy and harness washers. Some were heavy drinkers, and good for but little else, but the majority were real good fellows, some rather outstanding characters in one way or another.

Donations of artifacts to the museum have been received from the following generous people:

Paloma Grant Woods (Flint Ridge, CA)	Margaret Tuttle
Major Phillips	Frank Balbi
Maria Bacigalupi Est.	Donald Grant (Oakland)
Maud Cummings	Marjorie Jaffrey (S.R.)
Robert Hill (Modesto)	Eleanor Wilson
Polly Bennett	Cecil Petray
Darla Budworth (S.R.)	Willis A. Hiatt
Nancy Richards	Mary Jackson (S.R.)
Bob Jones	Clarice Sullivan Est.
Barbara McCutchan	Ken Butts (Idaho)
C. Leon Hendricks	Dorothy Bowman (Palm Desert, CA)
Virginia Keith	Carol & John Muir
Nina Rose Est.	John Barrett
Pat Schmidt	Mrs. Jane Rovelli
Cloie Carson	

Museum News

Now showing

If you have been in the Museum since February, you have perhaps heard the "dring-dring" of handcrank telephones, the snappy 1920's tunes emanating from an old horn radio speaker, or heard the labored grunts of visitors trying to use the 1911 hand-pump "vacuum" cleaner.

If you have not, then you ought to know that household technology has come to the Healdsburg Museum, and it will remain there through May 17, 1986.

The fads and foibles of household appliances and devices are explored in the display, and it features weird and wonderful gadgetry from the simple handmade housewares of the 1850's to the streamlined electrical wonders of the 1930's. Some of the earliest patented sewing, washing, and vacuuming machines, as well as home entertainment devices, from the early Edison cylinder phonograph to early model televisions, are shown.

Museum open hours are Tuesday thru Saturday, 12 to 5 p.m.; through May 17. Call 431-3325.

Grant Award

The Museum has recently received notice of a \$66,546 grant for the rehabilitation of the old 1911 Carnegie Library building.

The museum hopes to move there within two years, although an interim location for the museum will be needed this summer (see article page 5).

The grant money was awarded by the State Office of Historic Preservation through the Parks and Recreation Facilities Act of 1984. We will be eligible to apply for funds from the same source next year.

That brings the total amount raised so far for this project to \$96,546. We have a ways to go to reach our goal of \$240,000.

If you have any fundraising ideas or excess energy, please let us know.

Healdsburg Museum, Edwin Langhart founder
133 Matheson St., Healdsburg, CA 95448
Open to Public: Tues. - Sat. 12 to 5 p.m.
Phone: (707) 431-3325 Tues.-Sat. 9-5 p.m.

Historical Society Notes

On February 24 the Historical Society held an event at the gracious Madrona Manor Inn. The owners of the former John Paxton mansion, John and Carol Muir, treated about sixty members to refreshments and a lively and entertaining tour.

Madrona Manor is one of the most architecturally distinguished buildings in the County, and plays a large role in local lore.

The Manor has been restored and renovated for use as an inn by the Muirs. Carol Muir, by the way is the new Society President.

Welcome to new Historical Society members:

Chris Biagi	Roberta Lampert
Alyce Cadd	Robert E. Marmor
Gene Crespan	Kit Mellinger
Caroline Crowley	Maureen Miller
Andrew Dinas	Carol & John Muir
Dorinda Goff	Marjorie Neal
Grape Leaf Inn	Vera Plum
David Hadden	Peggy Rawlins
Jean Hammond	Sharon Ricks
Holly Harder	Salame Tree Deli
Dr. Bill Harris	Phillip Smith
The Haydon House	Phil Trowbridge
Mylo Imsdahl	D.B. Van Winkle
Dr. Randall Kline	Marla Young
Nello & Mabel Baiocchi	

We acknowledge with regret the following Historical Society members who have passed away in recent months.

Wendell Packwood

Gwen Hasset	Mary Saini
Nina Luce Rose	Genevieve Warfield

Memorial donations to the Society have been received from:

Pat & Don Schmidt for	George Snider
	Worth Wagers
<hr/>	
Mrs. Nancy Shea	
Mr. & Mrs. Carl Reynolds	
Mr. Con Shea for	Nina Luce Rose
Mr. & Mrs. Horace Onorato for	Pete and Jennie Lazzaroni
Mr. & Mrs. Robert Wade for	Beulah Briggs

Extra, Extra, read all about it!
Extra copies of the "Recorder" can be purchased at the Healdsburg Museum!

ATTENTION MEMBERS !

Please check your mailing label for an "86" or a "P" (for patron member). If there is neither after your name, we have not yet received your dues, unless you have paid in the last week or two.

If you have any questions please phone Nancy at 433-2928.

Return to:
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