

Golden Nuggets

SACRAMENTO COUNTY HISTORICAL SOCIETY

NOV-DEC 2015, VOL.3-4

SCHS Presents Andrew McLeod: The Squatters' Riot

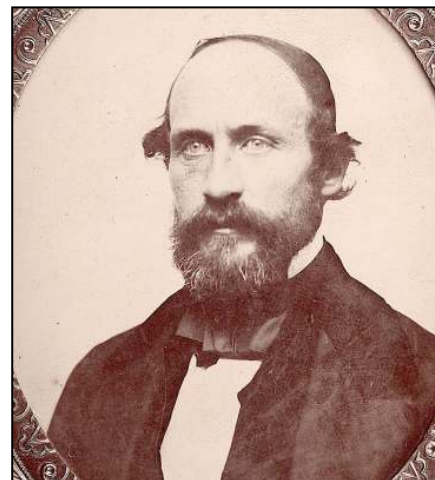
Tuesday, Nov 24, 7:00 PM (Social Time, 6:30)

Sierra Sacramento Valley Medical Society Building, 5380 Elvas Ave., Sacramento

Most local history buffs are aware of the 1850 "Squatters' Riot." However, the true importance of this uprising—and the audacity of the land speculation that triggered it—has been largely scrubbed from the historic record. Amateur historian Andrew McLeod has discovered a number of riot account anomalies in the work of Hubert Howe Bancroft. They center around a bizarre 6½-page footnote and suggest an intentional large-scale revision to confuse the historic record and remove key players from the true historic narrative.

Despite broad community organizing of a shadow government, a vast theft of public land took place. The law was subverted, as shown by an erroneous and fraudulent map that became an exhibit in the U.S. Supreme Court's failed attempt to resolve the matter. Land claims remained tenuous until at least the legal free-for-all of 1868. Something very strange and important happened here, and much more research is needed!

Andrew McLeod is the founder of Confluence, which provides walking tours highlighting flashpoints of our city's early conflict over land ownership and speculation. His presentation should provide some intriguing follow-up to SCHS President Greg Voelm's 2012 Squatter's Riot presentation. Guests are welcome.



Dr. Charles L. Robinson, 1861, a leader of the Sacramento Settlers Association, later the first governor of Kansas.

SCHS Presents A Taste of History Holiday Social

Tuesday, December 15, 2015, 7:30 PM (NOTE 1-hour Social Time, 6:30-7:30)

Sierra Sacramento Valley Medical Society Building, 5380 Elvas Ave., Sacramento



Pullman chefs aboard the California Zephyr, Photo lent by ME Burns, from her Don Connor Collection

Be prepared for an entertaining Taste of History featuring re-enacted tales of railroad holiday food and fun—with a longer social hour to enjoy them. Here's one memory:

"One evening, near Christmas, we went down to the train yards to bring Pops his supper. Ma had packed a big wicker hamper overflowing with delicious foodstuffs she had spent the day baking—Cornish pasties, minced meat and apple tartlets, pumpkin fudge and divinity. There were railway tracks stretching in every direction as far as my eyes could see. Dozens of rust red and brown boxcars and flatcars were parked, unloaded, waiting to be filled up again and sent on their way to exotic, faraway places. On one stood an enormous Shasta Red Fir Christmas tree, loaded down with green, blue and silver balloons, festooned with glittering icicles, bright red holly wreathes, and exotic candies, fruit and sugar horns. Underneath, it was laden with presents.

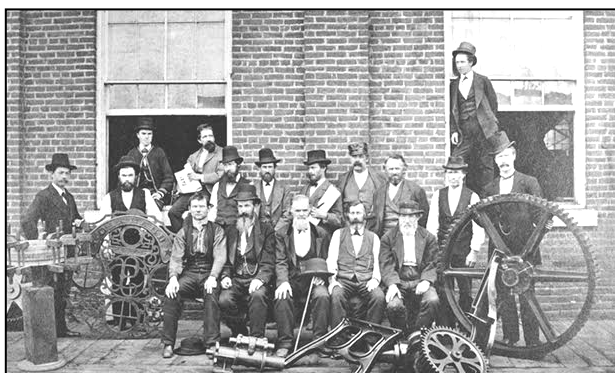
"Suddenly, Santa Claus appeared, danced a jig and in an Irish lilt sang out, 'Ho, Ho, Ho! Merry Christmas.' (over)

I knew it was Pa, but then another Santa appeared wishing us a Merry Christmas in Italian and then another Santa spoke Chinese and then kids of all ages seemed to appear out of nowhere and we ate our fill of all kinds of mysterious treats and sang songs and reflected the spirit of Christmas and good cheer and couldn't wait till we were old enough to work at the SP yards and continue the tradition. I began in 1941, when I was sixteen, and worked there until I was nearly 70, as did most of the other kids who celebrated with us that day.”
Zeke Campbell, retired SP shop worker, oral history interview with Maryellen Burns, Dec. 2013.

These and other food, drink and holiday stories garnered from Pullman dining car workers, train travelers, and hobos in and about the Sacramento Railroad yard, plus diaries, journals, newspaper articles, and oral histories will be shared by local actors at the Sacramento County Historical Society's *A Taste of History*, Tuesday, December 15, at the Sierra Sacramento Valley Medical Society building, 5380 Elvas Avenue.

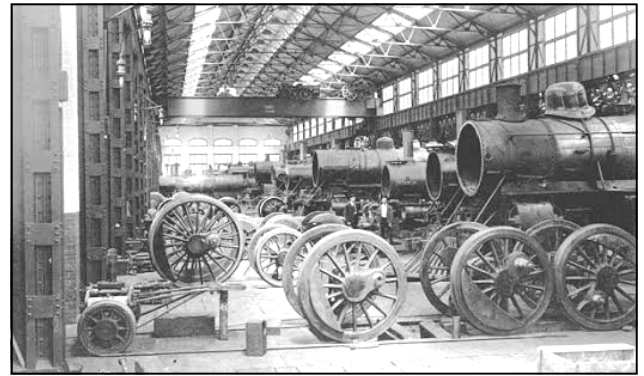
Be sure to come by 6:30 to meet, eat and be merry. The program begins at 7:30 and lasts about an hour. SCHS Past President Mary Helmich will also read an excerpt from the upcoming SCHS book, *A Legacy in Brick and Iron*, the inspiration for this year's Taste of History. The book, dedicated to late CSRM Director Walt Gray, is expected out in 2016.

This appetizing presentation is bound to make you hungry. As always, we're asking you to bring tasty, traditional sweets or savories (NOT sweets), and beverages from your favorite holiday recipes. If you'd like to try a rail era recipe, we'll send you ideas via email from Pacific Railroad dining car menus, mobile lunch carts, tamale vendors, or close by eateries. For more information or to arrange for original dining car and other recipes contact: Maryellen Burns, foodtalk@me.com or phone 916-456-4930.



Pattern Shop Employees, 1876 Center for Sacramento History

A Legacy in Brick and Iron



Erecting Shop interior, 1905 California State Railroad Museum

What is 160-pages long, lavishly illustrated and packed with fascinating stories? Several years in the works, the Sacramento County Historical Society's forthcoming book, *A Legacy in Brick & Iron: Sacramento's Central & Southern Pacific Shops*, is at last nearing publication. Authored by Kevin V. Bunker with Mary A. Helmich, it offers an engaging narrative that opens with the story of the shops from their very beginning—on Sacramento's waterfront at Front and I streets and in the neighborhood of Sixth, D and C streets—well before the railroad filled in Sutter's Lake for its permanent buildings.

The publication is divided into three sections. The first offers the shops' early development in tandem with that of the transcontinental railroad. It also includes the great celebratory festivities held in Sacramento on May 8, 1869—two days before the ones at Promontory Summit in Utah Territory. A "guidebook" gives readers an up-close view of the "new" permanent shops that opened on the reclaimed land, detailing the dynamic industry through the buildings and the people employed there. The third section captures some of the late 19th and 20th century stories illustrating the impact of changing technologies and the evolving nature of railroad work.

From their inception, until the end of steam locomotive operations in 1958, the dedicated and innovative employees operated the Sacramento Shops as a fully-integrated component factory, locomotive and car manufacturer, industrial laboratory, and provider of running and heavy repairs. Several appendices offer further information about some of the early employees, and the U.S. Patents secured by a number of them, as well as a brief glossary of commonly used railroad terms.

Nearly every page in this book has one or more graphics, which include drawings, photographs (above and at left), birds-eye views, maps, cross-sections, elevations, and patent drawings. Images of the Central Pacific Railroad and the Sacramento Shops by eminent photographers, like A.A. Hart, A.J. Russell, Lawrence & Houseworth, the Johnson brothers, and Shirley Burman, help us visualize this amazing industrial complex as it once was—our legacy in brick and iron. This book will have been worth the wait.

The Sacramento Cigar Industry

By Stephen Kadle and Mark Miller

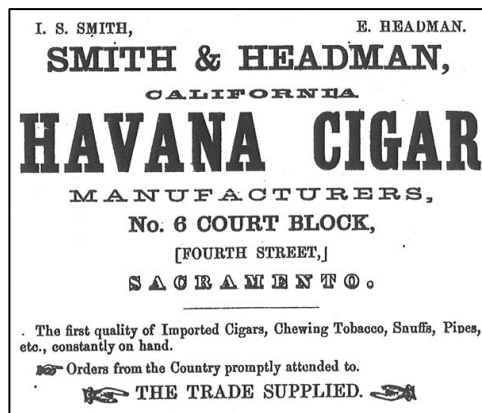
"What this country needs is a good five-cent cigar!"

—Thomas Marshall, Woodrow Wilson's vice President

During the Gold Rush Sacramento was a natural supply and transportation hub for the early gold fields in California. Along with every other good that arrived on riverboats, tobacco and tobacco related products came ashore. Boxes of Havana and Manila style cigars, chewing tobacco, disposable ceramic pipes, and loose-leaf tobacco could all be found among the cargo arriving from San Francisco.

While Captain John Sutter had experimented with growing Cuban tobacco seed, and California Indians had long harvested local varieties, immigrant Gold Rush tobacco users were dependent on the chaotic import of tobacco to meet their needs. At first, tobacco products were sold as part of a diverse mix of products carried by street merchants that included everything from fruit to liquor. However, by 1860 local newspapers indicate that Sacramento had a well-established merchant tobacconist community.

This new business community would be started by tobacconist and cigar manufacturers like Edward Headman of "Smith and Headman of California Havana Cigar", who arrived in California from Philadelphia Pennsylvania in the early 1850s.

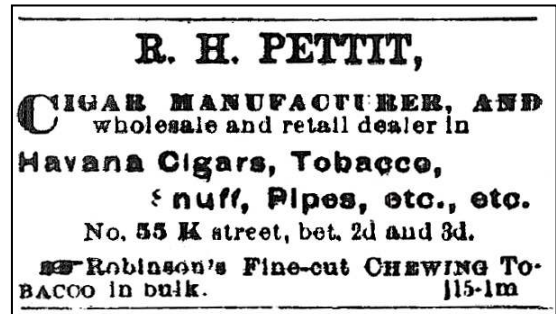


Sacramento City General & Business Directory,
 1859-1860, D.S. Cutter & Company

By 1863, local agricultural societies and the California State Government were encouraging the start of commercial tobacco farming with grants and contests for the best product. As more locally grown tobacco became available, there was a considerable expansion in local cigar production. By 1869 cigar production was the 4th largest industry in California by added value.

While the importation of tobacco products to California never stopped, and actually increased after the completion of the transcontinental railroad, California residents now had the option of purchasing a

locally grown and manufactured product. Local cigar production included both imported and locally grown tobacco. The daily newspapers of Sacramento are filled with numerous ads from local tobacconists and cigar makers like Robert H. Pettit. These ads provide evidence of the vibrant tobacco market that prospered in Sacramento from the 1870s to 1900s.



Sacramento Bee June 16, 1875

From a production of 871,000 cigars in 1880 to 3.9 million cigars by 1903, tobacco manufacturing and sales played a significant role in the business market of Sacramento. A major component of this success in cigar production in Sacramento and California was the availability of low cost of labor by Chinese and female workers. For example, by 1870 there were already thirty-five Chinese cigar rollers employed by Sacramento cigar makers.

However, with the growing resistance against Chinese labor, and the cultural shift to low cost cigarette smoking, along with the technological development of highly efficient cigarette rolling machines in 1880, cigars became less price competitive. In addition, California tobacco growers had never perfected the consistent production of high quality tobacco.

Over time, local California cigar makers would be slowly crushed by competition from the heavy promotion of national cigar and cigarette brands. By 1904, the American Tobacco Company monopoly was producing 3 billion cigarettes a year and directly controlled 14 percent of cigar production nationwide.

Local tobacconists Edward Headman and Robert H. Pettit would end their cigar making days in Sacramento and can now be found interred with their business compatriots in the Sacramento Old City Cemetery.

Stephen Kadle and **Mark Miller** are both graduates of the CSUS anthropology program. Stephen is a Certified Interpretive Guide and the District 2 representative of the Sacramento County Cemetery Advisory Commission. Mark is a California State Parks interpreter who works for the Northern Service Center, Museums & Interpretive Services Section. Both have an interest in the history of post-Gold Rush development in Sacramento and surrounding communities.

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Please deliver by Oct. 30, 2015

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GOLDEN NUGGETS



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OUT & ABOUT

DATE	TIME	EVENT	PLACE & CONTACT
Tuesday Nov. 17	7 PM	<i>Seventy Years of Yachtsman Magazine</i> Boatman/author Bill Wells addresses members of the Sacramento River Delta Historical Society. Open to the public.	Jean Harvie Center 14273 River Road, Walnut Creek srdhs.org
Saturday Nov. 21	9 AM to noon	<i>Preservation Roundtable Tour of the Sacramento Railyards Historic Paint Shop Building</i> Get a peek at the long planned Railyards redevelopment after you hear the latest on city preservation and planning issues in this quarterly sharing event.	411 I Street, Old Sacramento preservationsacramento.org
Saturday Dec. 12	10AM-5PM	<i>A Simple Emigrant Christmas</i> (NOTE: Fort is open but ongoing restoration and rehab could possibly cancel this program.) Lots of hands on activities help visitors experience elements of a pioneer holiday celebration.	Sutter's Fort SHP 2701 L Street, Sacramento 916-445-4422 suttersfort.org
Ongoing through June 2016	10AM-5PM	<i>A City Divided: The Pullman Strike of 1894</i> Exhibit revisits the dramatic and volatile months during the summer of 1894 when America experienced a nationwide railroad strike. With railroads a major employer, Sacramento took center stage, and state and federal troops were called out.	California State Railroad Museum Empire Gallery 101 I Street, Old Sacramento