

# Locke Foundation Newsletter 樂居鎮基金會

Preserving Locke's history and legacy

lockefoundation@frontiernet.net

Fall 2020

www.locke-foundation.org

Dear Friends of the Locke Foundation,

Now in existence for nearly two decades, the Locke Foundation continues to expand its programs, activities and offerings to the public. It is our mission to educate the public about the historic legacy of Locke and to tell the stories of California's compelling immigrant experience. While Locke may be a quaint destination for a weekend drive along the meandering Sacramento River, it is a treasure trove of a by-gone era infused with whispers of human resilience and triumph over adversity.



The focus on COVID-19 relief aid for urgent needs has come at the expense of smaller nonprofits, especially those supporting the arts and historical preservation. Already struggling to maintain operations and provide services amid the pandemic, nonprofits big and small are also facing the challenge of how to keep revenues flowing — difficult even in good times — when they can no longer count on golf tournaments, dinner galas and other charity events. [COVID-19](#) restrictions have shut down traditional fundraising activities for many nonprofits including the LF which had to cancel its signature events, Locke Asian Pacific Street Festival and particularly its Fall Fundraising Banquet.

In order to meet our mission and provide services in our community, we rely on the generosity of individuals, organizations and businesses for support. Without their assistance we wouldn't be able to serve the public while accomplishing our mission goals.

We ask that you make a commitment to support our annual appeal by making a cash donation. Our goals this year include expanding the Locke Scholarship Program; upgrading cataloguing operations, preservation of the Locke Boarding House Museum artifact and archival collection and the presentation of our newest exhibit: *Locke - From Its Founding to the War*.

Your generosity will make a difference by allowing us to continue in our meaningful work.

You may use the form on Page 8 for your convenience. Remember that every donation makes a difference, regardless of size.

Thank you in advance for your support!

Sincerely,

Stuart Walthall  
Chairman, Locke Foundation

## Locke Residents Served with Pride in World War II

LF Oral History Project  
Photos provided by Jang family

The Locke Foundation Oral History Project (LFOHP) is proud to share the life and times of two WWII veterans. Ruth Jang is a rare Chinese American woman who served in the Army Air Force. Harry Jang was a highly decorated Lieutenant in the Army Air Force as a navigator. This interview was conducted on August 8, 2020 in Sacramento at Ruth Jang's home with her son Dr. Harry (Bobby) Kean Jang, as narrator.

This year marks the 75th anniversary of the end of WWII. Chinese American WWII veterans have the potential to receive the Congressional Gold Medal for service to their country. Please contact us if you are interested in this distinguished award.



*Corporal Ruth Chan, a very rare Chinese American woman WWII veteran.*

My mother, CORPORAL RUTH CHAN JANG, 97, a Chinese woman, was definitely a rarity for any branch of the US Military service. At age 21 in 1943, Ruth joined the armed forces for duty and adventure. She and a friend went to the recruitment center, and contrary to their mutual agreement, her friend enlisted in the Navy. Ruth, who could not swim and was afraid of the ocean, entered the Army Air Force. Ruth said that she enjoyed more food than was available to her in Locke and swears that she grew an inch

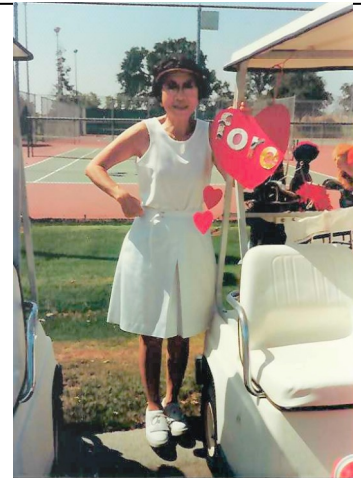
in height. Her first station was Moody Field, Georgia, where her duties were as a "Gopher", delivering messages to each building riding a tri-motor scooter. Ruth became the Captain of the woman's basketball team because she was taller than many of the other players. A cherished adventure, once a pilot took her up in a B25 Bomber where they dive bombed cows on a farm. She was then transferred to Mitchell Field, Long Island, New York, where she helped care for injured servicemen. Her favorite place was New York as one of her assignments was to take wounded soldiers to free Broadway shows. She recalls enjoying Showboat and watching the Radio City Music Hall Rockettes. Being the only Chinese in her units, we asked whether she ever experienced racism or discrimination. Her answer was, "No". Instead, she felt very special and popular. On weekends she enjoyed going out with her Polish, Jewish and Italian girlfriends. They enjoyed dancing with the servicemen. She ate pizza and pickled herring for the first time. In 1946, at the end of the war she was discharged.

(Background information about Ruth's family:

Her father, Chuck Wing Chan, came to the US from China in 1906 and landed in New Orleans where he sold fruit. He later moved to the Bay Area. He married Lum Sue Ying from the village of Lum Oak Bin in Guangdong, China. In 1930, he and his family moved to Locke, where they operated the Happy Café on the second floor of 13964 Main Street which now houses Ning Hou Art Gallery. The restaurant served American and Chinese food. The family lived on the first floor. Ruth and 4 siblings (Marianne, Wayet, Amy and Nytee) were born in Locke; an older brother Edward was born in China).

(Background information on Harry's family: Harry Jang was born in Courtland in 1919, but grew up in Locke. Harry's father was a paper son who immigrated from Hong Kong in 1908. He returned to Guangdong and married Louise Chow, in 1912; 11 of their 12 children were born in the Delta. Harry graduated from Courtland High School in 1939.)

My father, LIEUTENANT HARRY JANG, joined the Army in 1941 just before Pearl Harbor. Entering as a Private, Dad was a hospital orderly. Because he was Chinese, his other choice was to become a cook which he had no interest. Harry, being upwardly mobile, took the exam for officer training. He ranked third out of 300 applicants. But to his disappointment, he was rejected because he was Chinese. It was blatant racism. Not to be deterred, Dad petitioned the Adjutant (Chief Administrative Officer) who granted him admission to the Air Force. In 1943, he was commissioned Lieutenant Harry Jang. After studying 2 years of aeronautical engineering he wanted to be a pilot, but instead he was trained as a navigator. He was assigned to the 367 Squadron, 306 Bomb Group in Thurleigh Field, England. His group of fighter planes was famous. It suffered the most casualties of the Air Force during the entire war. The movie, Twelve O'clock High, was about his group. My dad was afraid for his life on



*Ruth Jang enjoying golf, her favorite pastime.*



every mission.

For the rest of his life, he was haunted as he witnessed his fellow American airplanes being hit by anti-aircraft fire, exploding in mid-air, and exploding when shot down by German fighter planes. Sometimes the crippled bombers exploded when crash landing back at the base. After flying his 35th combat mission, his friend suggested signing up for another combat tour in Asia. Dad said, "No". He was happy to go home. Years later at a reunion he ran into one of his old cohorts. "Harry, I thought you died". He was happy and relieved to see my father. Dad's airplane had flown the next mission without him. It went down in flames along with his friend. He felt very lucky indeed to have survived. Dad was awarded the Distinguished Flying Cross for his exceptional navigational skills under fire. Lieutenant Harry Jang will be posthumously given the Congressional Gold Medal for his distinguished service as a highly skilled and patriotic Chinese American.



Harry Jang with mother Louise Jang upon his graduation from UC Berkeley

My father became an architect after graduating from UC Berkeley. After a brief stint in Bakersfield, he and Louise raised 3 children in Sacramento. Since all of her children had earned their college degrees, Mom, at the age of 56, earned her degree in Early Childhood Education and Nutrition, allowing her to teach. True to her fun loving nature, she spent the later part of her life playing golf, attaining a handicap of 17. My sisters and I are grateful that they survived the war and fell in love. We are

very proud of their service to our country, a fitting example of the second generation grabbing the brass ring.



Family photo in the 1980's: Ruth and Harry Jang with children Sarah, Harry Kean and Gwen.



Ruth Jang shows off her dog tags.

As a non-profit organization it is imperative that we raise funds to take on projects like this. If you are not a Locke Foundation member please join now. Thank you for your interest and unwavering support. Contact Locke Foundation, P.O. 1085, Walnut Grove, CA 95690, or email us at [locke-foundation@frontiernet.net](mailto:locke-foundation@frontiernet.net)

## Locke sweeps Best of Delta Awards



Best Small Town: Locke

Best Restaurant Take-out: Locke Garden

Best Souvenir-Gift shop: Chinese Cultural Shop, Seekers

Best Art Gallery: Moon Café Gallery, Ning Hou

Best Museum: Locke Boarding House Museum

Best Annual Event: Locke Asian Pacific Spring Festival

# Vivid Memories of the Bok Bok Man

By Stuart Walthall  
Photo courtesy Corliss Lee

His job was simple yet critical: sounding out the hours with his small wooden box and mallet, reminding sleepy residents of the time and alerting them to fires and thefts. He was the night watchman performing *dageng*, a centuries-old time service whose functions have gradually faded away like the once-familiar sound that rang through darkened village streets. He created the heartbeat of the night. He was the Bok Bok man.

Dating back to early dynastic China, people traditionally measured time based on the position of the sun in the sky during the day, and relied on a night watchman to sound the hours at night. This same tradition of sounding out the night time hours followed 19th and 20th century Chinese immigrants to the U.S, particularly those who settled California's gold rush and agricultural communities where virtually all structures and sidewalks were constructed from wood and the need for a Bok Bok man was considered a strict necessity. Fire was a constant threat.

The Sacramento-San Joaquin River Delta region holds a rich tradition of the Bok Bok man. Memories of those who resided in heritage communities such as Courtland, Isleton and Locke provide vivid details of the Bok Bok men who served their communities. The following are personal recollections from the 1910's - 1930's.

Alfred Chan: "Walnut Grove did not have a fire hydrant or a very efficient fire department. So we had a person I knew as the Bok Bok man, who was on duty from midnight to sunrise. His primary duty was to keep a watch for fire on his nightly patrol. Every hour on the hour he would strike the hollow wooden box making a "Bok Bok" sound in accordance to the time. Unfortunately, around 1930's, Walnut Grove's Chinatown burned to the ground". (Author's note: Walnut Grove's Chinatown was also destroyed by fire in 1915).

Chester C. Chan : "One of my many fond memories of early life in Locke was the Bok Bok man. Occasionally, when we were up early to go fishing and he is walking our street before 5:00 am, we would follow him and his dog. He would hit his Bok Bok five times to signify the time "five o'clock and all is well". I think his name was Bond Bung. He was such a memorable senior citizen performing such a responsible job!"

Some memories of the Bok Bok man also included feelings of curiosity, trepidation and fear.

Connie (Cheung) Chinn: "Yes, I remember the Bok Bok man. I used to be so afraid, as if something was going to happen with a burglar, robbers or thief".

Florence (Chew) Ng "Bok Bok, also known as Wah Jean Lum, was a homeless man. He lived under the trees near the vineyards. He was unkempt with stringy hair and very ragged clothes. We children would spot him- he looked so menacing yet he was harmless- and scream and run away from him. He was very scary!"

Harry Sen: "Many nights, if I were still awake, I would hear the Bok Bok man, a.k.a. Bon Bung for his pock-marked face. He was a bachelor, a skinny hunchbacked individual, addicted to opium as many of his generation were. He lived in his little tin shed by the swamp. For his work he was paid approximately \$1.50 per household per month".

Fela (Wong) Low: "When we were teenagers, we would always dodge the Bok Bok man at night. We didn't want him to report to our parents for staying out so late".

Colorful childhood recollections dredged from the memories of those now standing at the edge of the 21st century. Deep memories, perhaps dim, faded or amplified by the passing of time, yet meaningful and worthy of expression.

Bessie Gong: "Whenever I heard the Bok Bok man, I knew he was watching over us".



Bok Bok used to communicate with townspeople.  
Donated by Bob Jang Estate

Sources for this article:

## Po Chai Pills: Panacea for all ailments

By Eileen Leung

Po Chai Pills are a mixture of natural herbs long known and popular for more than 100 years. The herbs are formed into tiny pills that look like buckshot, with one dose in a small vial.

Traditionally, Po Chai pills treat what [Traditional Chinese Medicine](#) calls damp-heat in the intestines. They were primarily used for diarrhea in climates that were hot and humid, but were also for discomfort from over-indulgence in rich food and alcohol. Now the pills are used for travelers' diarrhea, acute gastroenteritis, summer flu, and hangover. "Dispels wind, disperses damp, resolves phlegm, regulates the spleen and stomach. Use for a variety of digestive complaints marked by sudden onset of nausea, vomiting, diarrhea or stomach cramps, accompanied by dizziness and feelings of abdominal distention. Use for stomach flu, food stagnation and problems with digestion when traveling. Suitable for children."

As a remedy for the nearly instant relief of acid indigestion, heartburn, gas bloat and as a hangover prevention remedy, they are remarkably effective. It is also used to provide relief from nausea caused by motion sickness, stomach flu and food poisoning.

Like Alka-Seltzer is accepted by American consumers, Po Chai Pills are mild, pure, and well accepted by Asians. They are widely distributed throughout Hong Kong, Singapore, Malaysia, Indonesia, Taiwan, Thailand, as well as other Asian countries. Ingredients in Po Chai pills are all herbal, and there are up to 14 herbs in each formulation: Citrus peel, magnolia bark, sprouted barley, chrysanthemum, mint, and barley are some of the more familiar ingredients. Hoelen, saussurea, red atractolydes, agastiche, angelica, and [kudzu](#) make up the rest of the formula for the pills, as well as Tricosanthes fruit.

### Brief History of Po Chai Pills

Many years ago (100+ years) there was a plague in China. People there were having stomach-ache, vomiting and diarrhea. A Chinese Doctor was trying to make up a formulation that could cure the people. One night he received a special herbal mix from his dream. The next morning he started to collect the herbs and gave the people the special herbal mix. The herbal mix was very successful. This Chinese Doctor was the founder of Po Chai Pills and his picture is on every box of Po Chai Pills today. Po in Chinese means protection. Chai means the people. So the Name Po Chai means protecting the people.

Po Chai Pills were developed by Li Shiu Kei in Foshan, Guangdong, in 1896. Following the Chinese Civil War, the Lee family fled to Hong Kong and reestablished their company, the Li Chung Shing Tong, in Hong Kong. However, their mainland property was nationalized, with the result that there are two makers of Po Chai Pills (Baoji wan in pinyin): Li Chung Shing Tong (Holdings) Limited (李眾勝堂) in Hong Kong; and Guangzhou Wanglaoji Pharmaceutical Company Limited in Guangzhou, China. A mutual agreement between these two parties has limited Wanglaoji's trademark rights to mainland China, while the Li Chung Shing Tong has the right to use the trademark in rest of the world. The mainland

manufacturer sold the pills out of the PRC as Curing Pills.

On March 8, 2010, sales of the pills from Li Chung Shing Tong were halted in [Singapore](#) as a precaution due to traces of [phenolphthalein](#) and [sibutramine](#) having been detected in batches of the capsule form of the pills, and have been recalled.<sup>[1]</sup> Phenolphthalein's past use for its laxative properties has been discontinued due to concerns it may be [carcinogenic](#). On March 24, 2010, Hong Kong's Department of Health recalled both capsule and bottle form. 2010,.

On 11 May 2010, Li Chung Shing Tong HK was given the green light to resume production and marketing of Po Chai Pills in "bottle form". Laboratory tests identified 11 tainted samples, all in Capsule Form, while none of the Bottle Form samples was found to contain the above two western medicines. Po Chai Pills in the United States imported by Prince of Peace Enterprises, Inc. are not tainted nor affected by the Hong Kong or Singapore recall.

The packaging for Po Chai pills is very distinctive. These pills are very small and come in a plastic vials that contain around 100 pills each, and there are eight vials to a box. One or two whole vials is the recommended dosage, taken every two hours for a couple of days until symptoms are relieved. Children receive a half-dose. They are available at any Asian grocery store around \$5 for 8 vials.

Sample of Po Chai pills on display at Locke Boarding House.



Supplement Facts		
成份與含量說明		
Serving Size: 2 vials 每份服用劑量: 2小樽		
Servings per container: 5 每盒含5份服用劑量		
Active Ingredients	Amount Per Serving	% Daily Value
有效成份	每份服用劑量	佔每日參考量%
Poria (Fu-Ling) Cocos	茯苓530mg毫克	+
Southern Tsangshu (Cang-Shu) Rhizome	蒼朮310mg毫克	+
Patchouly (Huo-Xiang) Herb	藿香328mg毫克	+
Fragrant Angelica (Angelica anomala Laillem.) (Bai-Zhi) Root	白芷264mg毫克	+
Kudzu (Ge-Gen) Root	葛根310mg毫克	+
Magnolia (Hou-Po) Root Bark	厚樸264mg毫克	+
Massa Fermentata (A fermented mixture of Wheat Flour, Sweet Annie aerial parts, Cocklebur (Xanthium sibiricum Patr. ex Widd.) aerial parts, and Smartweed (Polygonum hydropiper L.) aerial parts) (Shen-Ou)	神曲264mg毫克	+
Job's Tears (Yi-Yi-Ren) Seed	薏米328mg毫克	+
Germinated Rice (Orzya sativa L.) (Gu-Ya) Seed	谷芽200mg毫克	+
Field Mint (Mentha haplocalyx Briq.) (Bo-He) herb	薄荷130mg毫克	+
Mum (Ju- Hua) Flower	菊花130mg毫克	+
Red Citrus (Citrus grandis Osbeck.) (Ju-hong) Peel	橘紅130mg毫克	+
† Daily Value not established. †每日需要值百分比未確定		

## Bridges of Sacramento River Delta

By Eileen Leung

Since the California Gold Rush, the Delta has provided water transportation for freight and passengers to and from major cities in the San Francisco Bay Area and farms in the San Joaquin and Sacramento Valleys. With an increase in farming toward the end of the nineteenth century, the need for overland transportation proved even more necessary. Early travelers passed through the area over the most obvious routes- the high levee roads.

However, good-quality roads in the Delta took forty years to transpire. The earliest roads followed old trails that followed natural levees, rivers and creeks. The Delta's numerous islands and tributaries limited the possibility for a direct overland route from San Francisco to Sacramento. The east bank of the Sacramento River developed as a transportation route because the west bank had recurring flooding problems.

The Georgiana Road went from Freeport to Walnut Grove on the east bank of the Sacramento River. In 1857 the Georgiana Road was designated a public road and by 1870 it was extended southward to Sherman Island. In the early 1900s, to accommodate the new stream of automobile traffic, the County of Sacramento built three bridges between Walnut Grove and Sherman Island.

Before Sacramento and Yolo counties built bridges to connect the islands and tributaries, ferries provided river crossing transportation. Since the 1850s, there have been over twenty privately-owned ferries providing service within the Delta. The ferries required a fee and posting of a bond. After 1900, ferries generally became toll free with county aid. Steamboating, however, diminished in the 1930s. "River freighting" gave way to trucking, and passenger traffic yielded to privately owned Model A's. As transportation modes changed, bridges provided improved mobility.

### *History of Road and Bridge Progress*

Prior to 1880, counties constructed few bridges in California. Those who traveled by automobile "negotiated" numerous ferry crossings on Highway 160 until "the first Antioch Bridge was completed to open the Victory Highway on New Year's Day of 1926." Highway bridge building in California was predominantly a private endeavor. While a few counties built public bridges as early as 1855, it was not until after 1874 that the state legislature adopted a comprehensive program through which counties could establish road districts, road commissioners, and property taxes reserved for road construction.

In 1893, a new law mandated that counties "seek the advice of its county surveyor on bridge design." This law helped professionalize the office of county surveyor and attract trained bridge engineers. By 1903, agriculture and crop processing expanded, thereby increasing traffic; and in 1906, to accommodate traffic, Sacramento County instituted the first phase of bridge construction. The County constructed three bridges in 1906, which provided a continuous road from the Brannan, Andrus and Grand Islands to Sacramento, and an easterly road from Walnut Grove to Thornton. The second stage of bridge construction began in the Delta in 1911 with the goal to improve roads. During

this period, routes to and from Sacramento were flooded most of the year. Poor road quality made trucking goods to regions west of Sacramento difficult. Companies and farmers wishing to ship products to San Francisco from Sacramento and the Delta region remained heavily dependent on steamboats and water carriers. In response to the monopoly on freight service, steamboat captains, having realized the control they held on transportation, held annual strikes to force a rise in prices. In May 1916, however, on the same day as an annual steamboat strike, the Yolo bypass opened between Sacramento and Yolo Counties providing an alternate transportation route from Sacramento to the San Francisco ports by road. With the opening of the Yolo bypass, trucking became the preferred alternative to transport goods.

### *Why Movable Bridges?*

At the turn of the twentieth century, movable bridges dotted the Delta region. In such a diverse geographic area as the Delta, the need for bridges equated to that for paved roads. To accommodate the need for an improved road system, but not affect the water carriers, the county selectively built movable bridges because of the high cost of construction and operation. Movable bridges improved the efficiency of the road, as well as accommodated the water vessels that had the right of way. The vast majority of movable bridges in California existed within the Sacramento-San Joaquin Delta where highway traffic and navigation often met. Within California, nineteen of the thirty-eight movable bridges are located in Sacramento and San Joaquin counties. Twenty-five are located within the Delta region, and the rest, except two, are located in the counties between San Francisco and the inland ports.

The first movable bridge in the Delta region spanned the lower American River in 1851 at the approximate site of Sixteenth Street and the American River in the City of Sacramento. Lisle's Bridge, constructed out of timber, "was a vertical lift (sort of)," according to author Hal Schell. In 1858, the Sacramento-Yolo Bridge, a swing bridge, opened in Sacramento. In 1901, a steel drawbridge was constructed across Georgiana Slough shortly before the county began their first phase of bridge construction. By the 1920s, most of the ferries that had once served the Delta roads were replaced by bridges or "earthen fills," and by 1950 only five ferries remained. Today only two ferries provide such a service. These include the Cache Slough Ferry (also called the Real McCoy and the Ryer Island Ferry) on State Highway 94, and the Steamboat Slough Ferry (or J-Mack Ferry) on State Highway 220. Both are near the Sacramento River and are maintained by Caltrans.

Bridges changed the economic picture of the Delta region: "by the late 1920s recreational boating and tourist traffic had increased substantially and put new demands upon the Delta merchants and resort owners." The Paintersville, Isleton and Steamboat Slough bridges are each a bascule bridge, one type of movable bridge. There are three basic types of movable bridges. Two types: swing and lift. Swing bridges, the earliest movable bridges, pivot on a central pier. Bascule bridges have a "movable span that pivots about a hinge, or trunnion, with the span being pulled up-

ward and inward toward a source of power beyond the trunnion." More time efficient, the bascule design replaced swing bridges because the bascule spans only had to adjust the deck height to accommodate approaching vessels, whereas swing bridges had to turn entirely regardless of the size of vessel.

Located south of Courtland, the Paintersville Bridge is one of the very few unmodified examples in California of the Strauss Heel Trunnion Bascule Bridge, one of the most important patented bascules. It served as an important component to the Delta's intricate water land transportation systems. It was also a link in the Victory Highway, a transcontinental highway, and played an integral part in transportation and agricultural history in the California Delta region.



Movable bridges in the Delta region maintained a reliable flow of traffic for both water and land traffic; an important consideration as land transport became more important to the agriculture industry. They promoted the evolution of road travel without hindering water travel. Due to successful reclamation that began during the 1850s and the naturally rich soil, agriculture boomed in the Delta region. The success of agriculture, therefore, required successful transportation. Although water and railroad transport had long been the preferred transportation method, land transportation became important as surrounding roadways were completed, improved, and trucking became more efficient. *State Highway 160: the Victory Highway*

Paintersville, Isleton and Steamboat Slough bridges are all located on the present-day State Highway 160, which at one

time was known as the Victory Highway, a transcontinental route. State Highway 160, also known as State Route 160, is one of the three main highways that run through the Delta.

The Victory Highway Association, organized in 1921, aimed to promote road improvements and follow U.S. Route 40. The Victory Highway was established after World War I as a memorial to those who served in the war. In 1923, the Secretary of Agriculture Henry C. Wallace chose the routing of the Victory Highway via Wendover, Utah, the same route that the Utah state government wished for the Lincoln Highway. It gained additional funding in 1921 after the Utah government chose the Victory Highway as a federal road and, therefore, received money from the new Federal Highway Act. It detours from Route 40 between Sacramento and San Francisco. The Delta region, for economic reasons, wanted The Victory Highway, "In an effort to obtain additional funds for transportation improvements the Victory Highway Association made several 'reroutings' of the Highway through Sacramento."

By 1924, the Victory Highway was well established as noticed from this 1924 commentary by Edward Tree, the editor of *Good Roads* magazine: Approaching the Pacific end of the Victory Highway line the tourist is supplied with an entry way into San Francisco from Sacramento that follows a concrete highway down the Sacramento River levee, crosses the San Joaquin River at Antioch and follows the wonderful concrete county highway system of Contra Costa County.

When the Antioch Bridge was completed in 1926, in celebration of the diversion of the Victory Highway through the Delta region, the bridge was named "The Victory Bridge." Bridges, inevitably, made the River Road eligible for incorporation into a major highway. According to historian Frank Lortie, "Without modern, movable bridges the River Road would have never been the up-to-date motor transportation route that the Delta needed. Between Antioch and Freeport there were ultimately eight movable bridges along State Route 160. The bascule design seems to have been the best type of bridge for most of the Delta crossings." The county constructed the three movable bridges studied in this report during the early 1920s.

*Excerpts from this article are credited to HISTORIC AMERICAN ENGINEERING RECORD National Park Service, HAER CA-2295, October 14, 2011.*

## History of Paintersville

Paintersville was settled in 1852 or 1855 by Levi Painter. It is located approximately one mile downstream from Courtland. According to Kathleen Graham, "the little town's commercial life centered around its wharf, warehouse, general store, boarding house, saloon, and salmon cannery. The cannery, near the wharf on the downstream side, flourished and Painter built the boarding house to accommodate its workers."

In 1877, the boarding house was transformed into Painter's Hall, and it became used as a public dance hall. Painter later moved the building and converted the hall into his own residence. In 1900, Paintersville still had a grocery store, clothing store, saloon, and a well driller. During the 1920s and 1930s and later, several new residences were constructed. In 1923, a bridge was built near Paintersville "to accommo-

date the steady flow of fruit and produce from both sides of the Sacramento River." Commercial salmon fishing continued until it became illegal in the 1950s. "Until the 1950's, Vierra's Garage sat at road level near the bridge approach.

Built before 1923, and perhaps as a store, it was supported on stilts which rested on concrete pads. Remnants of the old wharf were easily visible until the levee was improved about 1960." Buckley's Station, a drayage business, became Paintersville's primary business after J.M. Buckley purchased a portion of Paintersville in 1918. The Buckley family purchased and moved into the boarding house which Painter had converted into a hall and then a residence, and operated a boarding house for their employees. The family operated the business until it closed in 1987.

## Locke Foundation Membership Application/Renewal

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Mailing address \_\_\_\_\_

Email address \_\_\_\_\_ Tel ( ) \_\_\_\_\_ Cell ( ) \_\_\_\_\_

I would like to volunteer for the following activities:

Volunteer docent \_\_\_\_\_ Donor \_\_\_\_\_ Visitor Center Volunteer \_\_\_\_\_

Contributor to newsletter \_\_\_\_\_ Media contacts \_\_\_\_\_ Landscape maintenance \_\_\_\_\_

Donation: \_\_\_\_\_ Designated purpose (if any) \_\_\_\_\_

Membership Dues: circle one

\_\_\_\_\_ \$25 Individual Annual/\$200 Lifetime \_\_\_\_\_ \$50 Family or Non-Profit Organization Annual/\$300 Lifetime

\_\_\_\_\_ \$100 Business Annual/\$500 Lifetime

Make check payable to Locke Foundation. Please return this form with check to Locke Foundation, P. O. Box 1085, Walnut Grove, CA 95690. Contributions are tax deductible to extent allowed by law. Tax ID: 20-0364281.

Office use only:

Date application received \_\_\_\_\_ Membership Year \_\_\_\_\_ Renewal \_\_\_\_\_

Locke Foundation  
P. O. Box 1085  
Walnut Grove, CA 95690

### 2020 Board

President: Stuart Walthall  
Vice-Pres: Clarence Chu  
Secretary: Douglas Hsia  
Treasurer: Eileen Leung

Directors:  
Corliss Lee  
Honey Lum  
Dustin Marr  
Mark Miller  
Darrel Woo

Newsletter: Eileen Leung  
Stuart Walthall