

3.6 CULTURAL RESOURCES

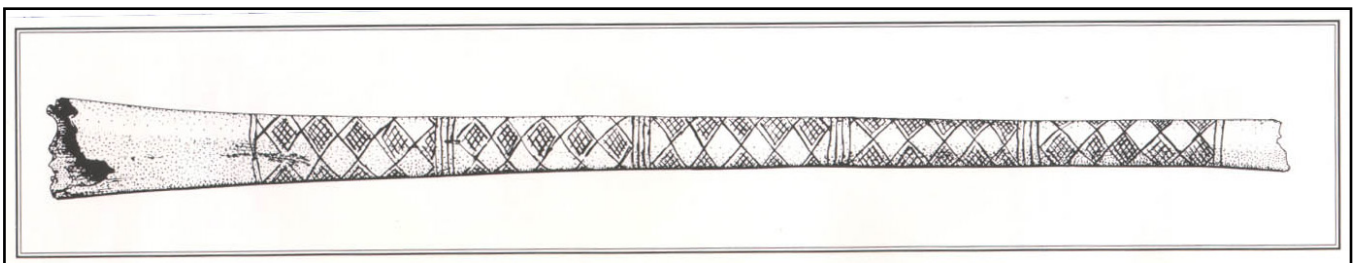
The Yolo Basin is rich in cultural history. From the earliest Native American inhabitants to those farming and residing there in recent times, the Yolo Basin has been an important part of people's being and livelihood. This section provides information on the prehistoric, ethnographic, and historic settings, previous cultural resource investigations in the property and surrounding vicinity, and resources that have been documented and recorded in the Yolo Wildlife Area.

The following text was developed through a cultural records search, review of literature and existing data sources, Yolo Wildlife Area staff information, Foundation program information, and EDAW staff expertise.

3.6.2 ETHNOGRAPHIC SETTING

The Yolo Basin is within the ethnographic territory of the Patwin. The word "Patwin" literally means "the people" in the native tongue. Although native people did not identify themselves as Patwin, this name is used to describe a series of linguistically and culturally related groups who occupied a portion of the lower Sacramento Valley west of the Sacramento River and north of Suisun Bay. Major sources of information on these groups include the works of Bennyhoff (1977), Johnson (1978), Kroeber (1925), McKern (1922 and 1923), Powers (1877), and Work (1945). These people spoke dialects of a single historically related language. Use of the Patwin language extended southward to the Sacramento-San Joaquin Delta system. There were numerous dialects, which were historically recorded including Hill, River, Cache Creek, Lake, Tebti, Dahcini and Suisun (Shipley 1978). Powers (1877) identified 14 tribes based upon linguistic differences, while Merriam, using linguistic and geographic boundaries identified 10 tribes within three broad distinct dialect divisions (Patwin, Win, and Poewin). Kroeber (1932) later reorganized the groups along three linguistic-political lines, Hill (southwest) and River (southeast and southern). The southern group or Poewin claimed the Yolo Basin, however, no known ethnographic village locales are within this area (Johnson 1978). Because of reoccurring seasonal flooding, the area would have most likely been used during the drier summer months.

The Patwin were politically organized into tribelets that consisted of one primary and several satellite villages. Each tribelet maintained its own autonomy and sense of territoriality. Villages were located along rivers and major creeks, often near the juncture with other waterways or in the vicinity of foothill settings. Structures within these villages were usually earth covered, semi subterranean elliptical (River Patwin) or circular (Hill Patwin) in form (Kroeber 1932a). All except the individual family dwellings were built with the assistance of everyone in the village. Ethnographic accounts indicate that one's paternal relatives built single-family homes within the settlements (Johnson 1978).



Incised sandhill crane bone found adjacent to the Sacramento River (i.e., Brazil Mound) six miles east of the Yolo Bypass Wildlife Area

Through the skilled use of the natural materials available within their range, the Patwin exploited a wide variety of edible resources. Netting and cordage was of particular importance in fishing and hunting activities and wild hemp (*Apocynum cannabinum*), and milkweed (*Asclepias* sp.) provided particularly suitable fibers for the production of fishing nets and lines. Anadromous fish such as sturgeon (*Acipenser* spp.) and chinook salmon

(*Oncorhynchus tshawytscha*) were part of the staple Patwin diet (Johnson 1978) and were typically caught in large numbers using stone and wood weirs and cordage nets.

In general, the Patwin territory was well watered which supported a wide variety of animal life available for hunters including tule elk, deer, antelope, bear, various species of duck, geese, turtles, and other small animals. While hunting and fishing were clearly important subsistence activities among the Patwin, as with many Native American groups throughout the region, their primary staple food was the valley oak (*Quercus lobata*) acorn. The oak groves themselves were considered as “owned” communally by the particular tribelet. Other commonly exploited floral food resources included; buckeye (*Aesculus* spp.), pine nuts, juniper (*Juniperus* sp.), manzanita (*Arctostaphylos* spp.), and black berries (*Rubus ursinus*), wild grape (*Vitis californica*), and tule (*Scirpus* spp.) roots. Various seeds such as sunflower (*Helianthus* spp.), clover (*Melilotus* spp.), bunchgrass (*Festuca* spp.), and wild oat (*Avena fatua*) were also gathered and ground into course flours. As with the oak groves, particularly fruitful tracts of seed-bearing lands were controlled by individual families or the tribelets themselves (Powers 1877; Kroeber 1932).

One of the more distinctive aspects of the Patwin culture was the Kuksu or “big-head” dances cult system, also found in other tribes through much of north central California. Within each cult were secret societies, each with its own series of dances and mythologies centered on animal figures such as Sede-Tsiak (Old Man Coyote) or Ketit (Peregrine Falcon). The Patwin were unique in possessing three secret societies. In the central California cult system, almost all groups possessed the Kuksu but the Patwin also had the “ghost dance” (way saltu) and Hesi societies (Kroeber 1932). Each secret society engaged in specific spiritual activities such as the way saltu society stressed curing and shamanistic functions (Johnson 1978).

3.6.3 HISTORIC SETTING

This historical resources section was prepared by Dave Feliz, Yolo Bypass Wildlife Area manager using a multitude of resources including interviews with the players themselves, their descendants or friends. Research was conducted in the Yolo County Library – Davis Branch, the Yolo County Archives, the State Library Archives, and online. Historical knowledge is key to preserving place names and the character of an area so that people can understand the historical context as well as the scientific context of the Yolo Bypass Wildlife Area.

EARLY EXPLORATION AND SETTLEMENT

Various Spanish explorers, (i.e., Pedro Fages in 1772 and Jose Canizares in 1776), searching for sites for inland missions, visited the Central Valley in the 1700s. Francisco Eliza sailed into the unexplored Sacramento River in 1793. Expeditions were also conducted in the early 1800s, and included those of Gabriel Moraga, Jose Antonio Sanchez and Father Narciso Duran. These explorers were followed by trappers of the Hudson Bay Company, beginning with Jedidiah Strong Smith in the late 1820s and Joseph Walker and Ewing Young in the 1830s (Hoover et al. 1990).

Historic development within the Central Valley commenced in 1839 when John Sutter established a trading post. Later, in 1841, he was granted 11 leagues by the Mexican government, where he established New Helvetia and Sutter’s Fort, now known as Sacramento (Hoover et al. 1990).

Although various trappers, traders, and missionaries had ventured into and near the project site and vicinity since at least the first decade of the 19th century, considerable historic-era developments did not occur until the Mexican period. Within present-day Yolo County, there were 11 grants of land made by the Mexican Government between 1842 and the American conquest in 1846. Of those 11 land grants, only five were confirmed by the United States. While no grants were within the Yolo Wildlife Area, the nearest was Rancho Rio de Los Putos, located on the banks of Putah Creek. According to Hoover et al. (1990), the name Los Putos and Putah appear to be Spanish approximations of the local Native American groups. The grant for four leagues (17,755 acres) was to

William Wolfskill, who was living in Los Angeles, and it was his brother John who began planting vines and trees.

One of the first settlers in the area was Frederick Babel, a farmer, who arrived in 1849, near the town of Clarksburg. Apparently Babel Slough east of the Yolo Bypass Wildlife Area was named for this early family. Another early settler was J. H. Glide who purchased a large portion of the Yolo Wildlife Area in the 1870s (additional discussion on the Glide Family is provided below). During the early 20th century farmers and ranchers were attracted by the rich fertile soil; however, farming was difficult because of yearly flooding that occurred until the 1920s when higher levees and a system of canals brought flooding more under control (Hoover et al. 1990).

LAND RECLAMATION AND FLOOD CONTROL

Most immigrants traveling to the gold fields of the Sierra Nevada foothills from San Francisco in the mid 19th century sailed through the Delta waterways upriver to Sacramento, marveling at the rich tule marshes and forests surrounding the Sacramento River. Some of these travelers realized that the true gold of California lay in these soils. Settlements and farms were established on the natural levees of the Sacramento River, and often the Yolo Basin was utilized as open rangeland. Seasonal flooding by the Sacramento River repeatedly devastated the burgeoning community of Sacramento, underscoring the need for flood protection. Lands that drained rapidly were quickly reclaimed, but long term flooding prevented further reclamation efforts within the basins themselves.



Laying down the tules in preparation for burning. The spotter on the roof is looking for deep holes.

Photo credit: Sacramento Archives & Museum Collection Center

The Swamp Land Act of 1850 ceded all overflow lands to the State to facilitate their reclamation. Limitations to acreage were capped at first at 320, then 640 acres, which were made available by the State for one dollar an acre. If a purchaser could certify he had spent two dollars an acre in reclamation, his purchase price was refunded, and he was given deed to the land. In an attempt to increase this acreage limit, the Board of Reclamation was created in 1861, which authorized the formation of reclamation districts to accomplish the task of more wholesale reclamation efforts. Thirty-two reclamation districts were formed at this time. One project completed during this period was the construction of an eleven and a half mile drainage canal along the trough of the Yolo Basin to Cache Slough. This first incarnation of the Tule Canal was completed in November 1864 at a cost of eighteen thousand dollars. Its intent was to drain the Cache Creek Sinks area, Lake Washington, and Big Lake, near Clarksburg. Winter overflow was drained earlier, making the land available for pasture. The Tule Canal remains to this day along parts of the eastern edge of the Yolo Bypass and is an integral part of the irrigation system of the Yolo Bypass.

More local control of reclamation and flood control efforts was desired, and by 1866 this control was turned over to the counties. At this time, acreage restrictions were removed, clearing the way for speculators. Military script from the Civil War was received at face value, although it could be obtained for a few cents on the dollar. In this way land agents acquired properties sometimes exceeding 100,000 acres. It was charged that the only expense incurred by the purchaser of the Yolo Basin was that of paying witnesses to testify that the land had been reclaimed, so that the owners could get a refund on the amount paid, although less than one sixth of the property actually was reclaimed.

The devastating flood of 1862 was a wake up call to the new settlers of the Sacramento Valley. Extensive levee building projects were initiated with a general strategy of raising all levees along the Sacramento River to contain its flows. It was thought that the increased velocity of the constrained river would wash debris in the river bed out to the Delta and San Francisco Bay, a common scenario in the Mississippi River system. Much of this debris came from hydraulic mining activities, especially prevalent on the Yuba and Bear Rivers. The debris clogged river channels, forcing water overland with disastrous results. The flood of 1878 was one of the worst in valley history and hit Yolo County especially hard: "It is a tale of devastating grain fields, vineyards and orchard; of drowning cattle and houseless settlers seeking refuge in the hills and shelter under the roofs of their more fortunate neighbors" (Yolo Democrat 1879).

A pattern of significant floods followed by periods of increased levee building activity continued for twenty years until a new flood protection paradigm was embraced. This alternative vision included utilization of the natural basins that paralleled the Sacramento River for flood control. This concept was long advocated by William S. Green, Colusa County surveyor, newspaper editor, state assemblyman, ardent states rights advocate, state library trustee, surveyor, General of California, State Treasurer and unofficial "father of California irrigation." Observing that the Sacramento River channel regularly overflowed its banks and moved water onto the floodplain, he suggested the intentional diversion of these waters into the basins and developed a plan to construct this proposal. The idea was embraced by others of the period including Mr. Treadwell of Woodland who proposed digging a channel from the confluence of the Feather and Sacramento Rivers through the trough of the Yolo Basin, passing east of Maine Prairie and continuing on to Suisun Bay. The *Sacramento Bee* joined in the chorus insisting that a bypass canal should be the primary means of flood control.

By 1897 the Elkhorn Weir was constructed which diverted Sacramento River flows into the Yolo Basin. Located on the west bank of the Sacramento Rive six miles below the mouth of the Feather River, this weir remained in operation until 1917.

Early in the 20th century, the U.S. Geological Survey recognized the wisdom of Green's observations and proposals and confirmed that the Sacramento River Channel was inadequate to handle massive flows. The Sacramento River Flood Control Project was adopted as part of the Flood Control Act of 1917, making the federal government responsible for flood control. Construction of the main levees along the Yolo Bypass began that same year.



Water flowing over the Fremont Weir

The Fremont Weir was constructed in 1929, creating a fixed wall to serve as the main inlet to the newly constructed Yolo Bypass. This concrete structure is 10,000 feet long and has an elevation of 33.5 feet at its crest. To this day, whenever the Sacramento River reaches this elevation at the weir, water begins to flow into the Yolo Bypass.

Two features of the Yolo Bypass that were not part of the original design but were included in the construction were the Sacramento Weir and Sacramento Bypass. The weir was built by the city of Sacramento in 1916 to divert the flows of the American River into the Yolo Bypass and has

the capacity to move 112,000 cubic feet per second of water. It is manually opened by DWR when the Sacramento River reaches an elevation of 28 feet. After the weir is opened, the Sacramento River curiously flows backwards from the mouth of the American River to the Sacramento Bypass due to the overwhelming flow of the American River.

The Yolo Bypass was designed so that erosion and deposition could be minimized. Rather than run down the middle of the Yolo Basin trough, it was constructed upslope to maintain an elevational gradient from north to south, rapidly delivering water to the Delta. Until the 1940s there was no levee between the current Interstate 80 and Putah Creek, and today there is no levee south of Putah Creek for approximately 6 miles. It was determined that the high ground associated with the alluvial fan of Putah Creek would contain most flows, and this exposed section of land had such poor agricultural potential that sediment deposition could only improve its alkali soils. Ironically, the alkali soils contribute significantly to the biological richness of the area and were an important factor that led to acquisition of the Tule Ranch by the Department of Fish and Game in 2001.

CROSSING THE WETLANDS

Water was the primary means of transport in the mid 19th century. Areas in close proximity to navigable waters served as nuclei for the emerging farming communities. Maine Prairie, near the south end of the Yolo Bypass, owed its existence to its location along the south bank of Cache Slough. For several years it was one of the busiest shipping ports in northern California. The flood of 1862 devastated Maine Prairie, bringing water up to 12 feet deep to its streets. The town's fate was sealed with the arrival of the railroad in California and Maine Prairie faded into memory. A letter from Maine Prairie in 1875 captures the profound changes occurring in the Yolo Basin:

"I wish I could remain here the balance of my days. But it is not to be. I am preparing to take my departure. Farewell thou beautiful Maine Prairie. With tearful eyes, and heart I bid you "adieu." No longer will I be able to sail down the fair bosom of the peaceful water of Cache Slough, and buy fish from Chinese fishermen and on our return swear we ketched every one of them. Never again will I be able to stand all day long in three feet of water in tule during hunting seasons."

Until the spanning of the Yolo Bypass by a causeway, there was no year round route across the wetlands of the Yolo Basin. A ferry crossing of the Sacramento River near its confluence with the Feather River accessed the high ground emanating from the alluvial fan of Cache Creek. This crossing of the wetlands was so important that a settlement was established at this location and declared the first county seat. The town of Fremont was short lived too, however, due to the power of the flood waters of 1851 which wiped it off the map.

During flood periods, boats were often used to cross the tule marshes of the Yolo Basin by individuals and in some years, ferries provided transportation services between Davisville and Sacramento. In 1868 the *Daily Bee* (forerunner to the *Sacramento Bee*) reported the following:

“Almost Drowned - About 9 o’clock this morning John and Bill HOLMES, with their Whitehalf boat, started from Washington, Yolo County, with four passengers and some freight for the Tule House, on the west of the overflowed district. The water was rough, and when out about a mile they discovered that they could not proceed with safety with so much freight, and the danger became so imminent that they had to throw overboard two kegs of nails, one of lead, etc.; but about the time this was done the boat capsized and all were precipitated into the water. They clung to the boat and began to hallo loudly - so loudly that persons on that side and on this, also, heard them. W. S. HUNT, who was in Washington of this city, and Mr. HOYT, were among the first to give the alarm; and the result was that three boats started to the rescue. They found all clinging to the boat, but some of them were nearly lifeless - as they had been in the water for about an hour and were chilled. They brought them ashore and put them to the fire, rubbed them and administered restoratives. All are now doing well, save DOOLY, one of the passengers, who remains very low.”

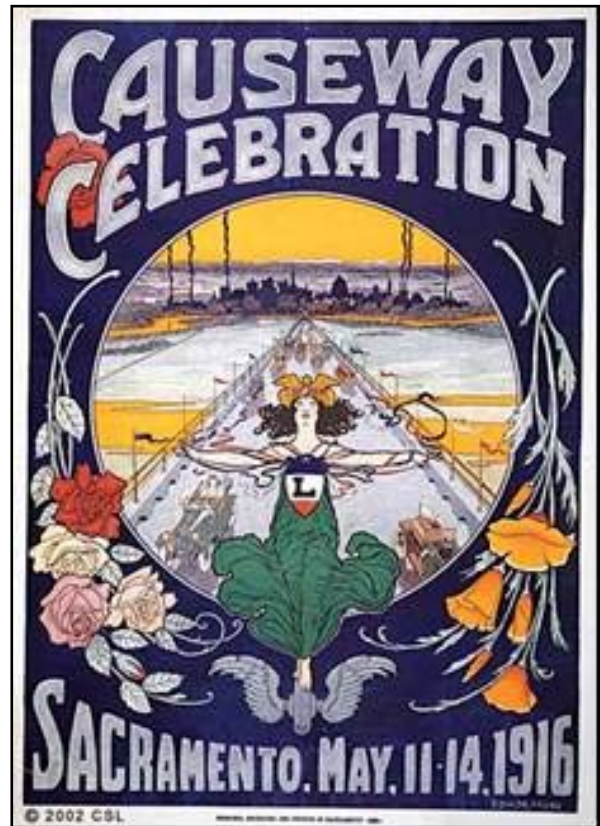
One ingenious dry land route was the Yolo Plankroad. This wood plank road extended from the Sacramento River to the Tule House, and was four and one-half miles long. It was built in 1855 and crossed the Yolo Basin about 3 miles north of Washington, ending about 5 miles southeast of Woodland at the Buckeye Road. This road was located near the far northern boundary of the current Wildlife Area. The wooden plank road was built to enable travel across the tules during the winter and spring months, but even this route was often interrupted by winter floods. On the west side, the Tule Plankroad ended at the Tule House, a structure built on stilts which served as a early stage stop and hotel. This site is currently near the southeast corner of the City of Davis Wetlands. The Tule House was also the site of a dairy operated by a Mr. Enos. With 80 to 100 cows, Mr. Enos specialized in manufacturing cheese and is reputed to have made some of the finest cheese in California. His cattle spent the summer foraging in the tule range of the Yolo Basin. Unfortunately, the Tule House was destroyed in the flood of 1862. The ill conceived plank road was replaced by the Tule Jake Road which allowed travel across the Yolo Basin during the dry season. The course of this road through the tules was uncertain; its path following the tracks of the first wagon to make it through

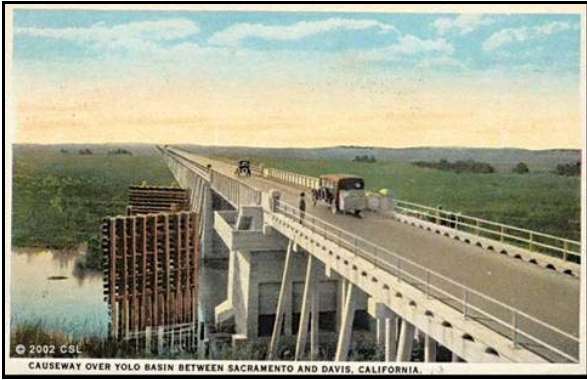


**Crossing the Yolo Basin
on the Tule Jack Road in 1913**
Photo courtesy of Bud Rossi



Construction of the Yolo Causeway – 1915





The newly constructed Yolo Causeway – 1916
Photos Credit: California State Library



The Modern Day Yolo Causeway over a Flooded Bypass



Message rocks on west side of Yolo Bypass

CAUSEWAY

In the 1890s the first commercial automobiles began to arrive in the Sacramento region and by July 1911, in what can only be called an “Auto Frenzy,” Sacramentans and others in the region were buying seventy-five autos per day. This large influx of automobiles required a network of paved roads to allow for travel, leading to construction of new roads throughout the region. Perhaps the best symbol of the growing network would be the completion of the Yolo Causeway in 1916.

The completion of this wood and concrete viaduct was dedicated with the “Causeway Celebration” on May 11 through 14. The Causeway would be a key local component in the completion of a National Road linking by automobile, the east and west coasts, right through Sacramento and Davis and across the center of the nation, identified as the “Lincoln Highway” (Sacramento History Project 2006). This structure was replaced by a six lane structure in 1963, and the former crossing was buried in place, and remains to this day just under the surface of the Causeway Unit.

The present day I-80 passes through the Causeway Unit of the Yolo Wildlife Area in the same approximate location of the first causeway built back in the early 1900s.

In 1994 the Yolo Causeway was officially designated the “Blecher-Freeman Memorial Causeway.” Roy P. Blecher and W. Michael Freeman were veteran California Highway Patrol officers shot to death during an enforcement stop on Route 80 near the Yolo Causeway in the early morning hours of December 22, 1978 at the hands of an armed felon.

Today the Causeway is used by over ten million people per year, many commuting on a daily basis between Yolo County and the Sacramento Area. During winter mornings, they are often greeted by thousands of waterfowl feeding in the rice fields in the Yolo Bypass.

On the west side of the Yolo Bypass immediately south of the Causeway lie the message rocks. These rocks are located on the western slope of the exterior levee of the Bypass and for many years have been rearranged by local fraternities, sororities or other groups to spell out messages or depict symbols.

RAILROAD

The area where the Wildlife Area headquarters is located on Chiles Road was once part of the Swingle Ranch, established by George Hutton Swingle in 1858. Mr. Swingle purchased 1,900 acres and operated a dairy on site. When the Central Pacific Railroad requested to split the property with the construction of the new railroad, Mr. Swingle obliged. For many years, the train stop in this area was known as the Swingle Station and was an important agricultural export point.

The railroad was constructed between 1866 and 1868 and was purchased by the Central Pacific Railroad in 1871, following construction of the transcontinental route. The Southern Pacific acquired the line in 1884; however, under public resentment of a possible monopoly, the route west from Sacramento continued to operate under the corporate California Pacific Railroad. Union Pacific later purchased all of the Southern Pacific Lines in 1996.



Trestles being rebuilt in 1950s

The remains of another rail system pass through the Yolo Wildlife Area. First organized in 1913, the Oakland, Antioch, and Eastern Railway provided high speed passenger service between San Francisco and Sacramento. The system was reorganized into the San Francisco-Sacramento Railroad in 1919 and was purchased by the Sacramento Northern in 1928, forming a route 184 miles in length, extending service from Sacramento to Chico. This was an electric train that interestingly, was placed on a barge to cross the Suisun Bay. To get across the Yolo Bypass, the train traveled on trestles. These trestles collapsed in 1951. The tracks were rebuilt upon large mounds, bridged by shorter trestle spans.

These mounds still exist on the Tule Ranch in the vicinity of the Lisbon Weir. Passenger service was discontinued in 1940. In 1953, Sacramento-Northern's ferry (the Ramon), which was used to transfer trains across Suisun Bay, was also retired (Bay Area Electric Railroad Association 2006) and the route north to Sacramento became a secondary line. The Yolo Shortline continues to operate on the route from Woodland to West Sacramento, while other segments have been taken over by Sacramento Regional Transit, Bay Area Rapid Transit, and the Western Railway Museum (Vantine n.d.).

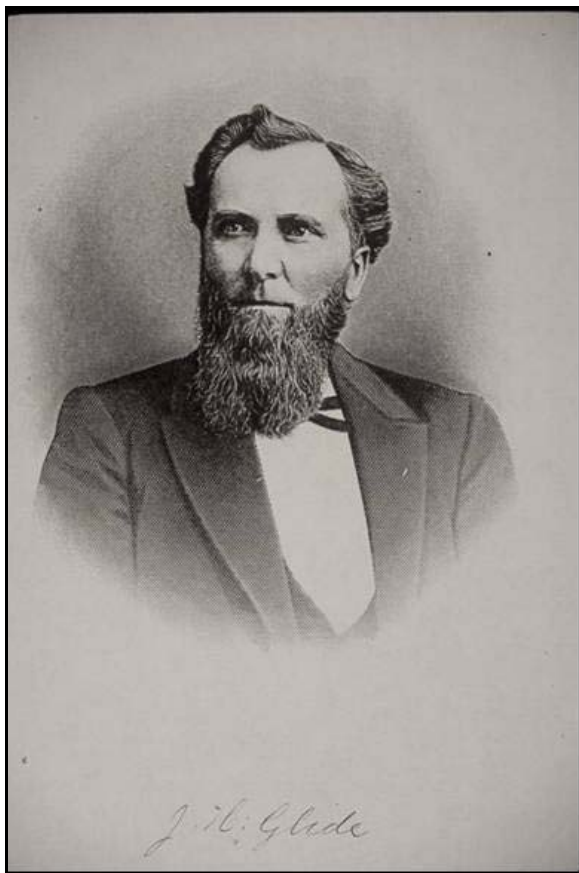


Photo of J.H Glide

THE GLIDE FAMILY

Joseph Henry Glide came to California from England in 1854, and was a prominent resident of Sacramento. He described himself as a capitalist who was largely interested in swamp and overflow lands. Mr. Glide developed ranches in several counties, including extensive holdings in the Yolo Basin. For a time, he operated the Freeport Ferry which crossed the Sacramento River 1 ¾ miles north of Freeport. In 1871 he married Elizabeth "Lizzie" Helen Snider who was 17 years younger. Their son Thornton S. Glide was born in 1881. Joseph H. Glide constructed systems of levees in the Yolo Basin, reclaiming this land for grazing. His ranches specialized in pure-bred shorthorn cattle and French merino sheep. Mr. Glide was the first person to bring registered shorthorn and Hereford cattle into Yolo County. Mr. Glide was one of the first three original exhibitors at the California State Fair. He died in 1916, at which time his widow took over the responsibility of managing his large business. She did so very successfully.

Joseph H. Glide had homesteaded on property west of Davis where he developed a home ranch for the various Glide properties. This home ranch was given to Thornton as a wedding present in 1908 when he married Margaret

Sinclair. In 1910 Thornton purchased his father's shorthorn herd and formed Hillcrest Stake Farms. A year later, he purchased his brother Joseph Henry's herd of shorthorns. These were the cattle grazing the Glide property in the Yolo Basin. Much of the farm work on the ranch was accomplished through the use of powerful Percheron horses. These draft animals remained on the lower portions of the Tule Ranch into the 1950s.



The Umbrella Barn was built over 100 years ago

It was probably Thornton who constructed the "Umbrella barn" about a mile north of the southwest corner of the ranch. This magnificent structure was built around 1913 on the highest point of the ranch. The presence of square nails in the barn dates it to an era prior to 1906, the last year these nails were sold. The intent was to provide refuge for the livestock during high water. Mr. Glide was well known in Davis for his blue Cadillac which he used to haul livestock in a trailer. Thornton S. Glide continued the family management of the property until his death in 1955.

and the couple is still fondly remembered in the Yolo/ Solano countryside. Upon the death of his mother in 1959, Tony and his sister Peggy Glide Colby assumed control of the 20,000 acre farming and grazing operation. Just as

his parents, Tony and Katrina lived on the home ranch west of Davis while Mrs. Colby lived in Pasadena. Tony and Katrina Glide held the Tule Ranch very dearly and considered it the traditional home of the Glide properties. Tony pursued a series of unique arrangements to help take care of the Tule Ranch property. Tony passed away on July 10, 1995, followed shortly by Katrina nine days later. Most assets were placed in a trust and, in 2001, the Tule Ranch, Causeway Ranch and Geiberson Ranch was acquired from the Glide Trust (see Chapter 2, "Property Description").

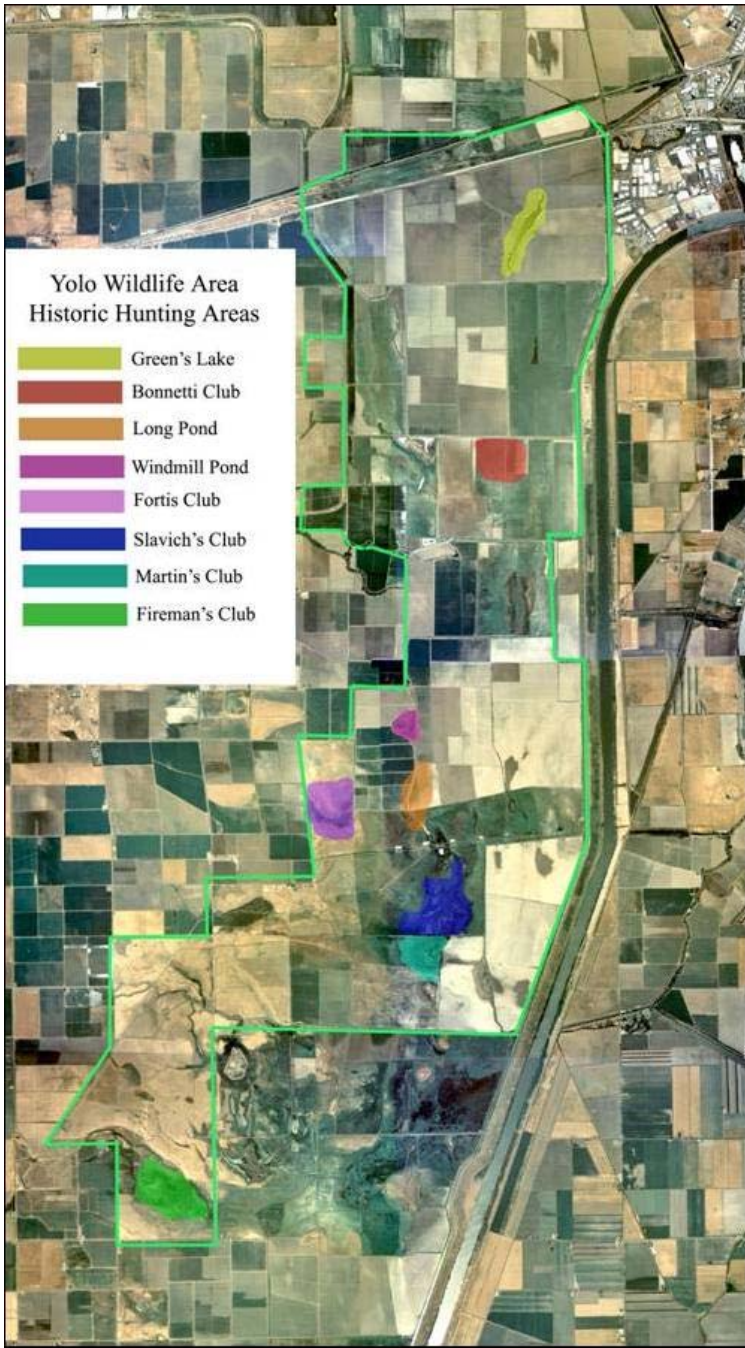


Photo of Thornton S. Glide Jr.

WATERFOWL AND HUNTING

The natural resources of the Yolo Basin sustained native people for centuries. Among the most valuable of these resources were the enormous numbers of waterfowl that annually came to the marshes of the Yolo Basin to spend the fall and winter months.

Beginning in the middle of the 19th century, waterfowl hunters plied through the wetlands and harvested a seemingly endless supply of waterfowl. These birds became a major food source for the new settlers of the region. Many of the finest restaurants in the San Francisco Bay Area and Sacramento served wild fowl provided to them by market hunters. A number of accounts help characterize some of the past hunting times that current hunters may appreciate.



**Historic Yolo Bypass Hunting Areas
in the Yolo Bypass Wildlife Area**

One of the most well known market hunters was a man named John Patterson who was born in the town of Washington, which today is part of West Sacramento. He sold birds to merchants in San Francisco. One receipt from 1903 documents Mr. Patterson being paid \$13.20 for 73 teal of two species, three mallards, one canvasback, four sprig, one wigeon, and four lesser white geese. Patterson did most of his hunting in the Yolo Bypass in a spot he referred to as the “dobe hole.” He often shipped his birds to the Bay Area by flagging down west bound trains at the Swingle Station, once located near the corner of Roads 32A and 105.

Patterson carved fine decoys out of redwood. They usually depicted male pintail or “bull sprig” as they are still known to hunters. He also made boats out of redwood, specially built to ply the big water of the Yolo Basin and Sacramento River. It was not uncommon for Mr. Patterson to row from Broderick to Rio Vista and back in order to hunt waterfowl in the Delta. Mr. Patterson carved decoys until the day he died in 1937.

Seth “Tiny” Barry hunted ducks with John Patterson and followed Patterson’s decoy style of bull sprig with high necks and an alert posture. Tiny hunted the tule swamp west of Sacramento, more specifically at Green’s Lake. This lake is found in the Causeway Ranch Unit of the Yolo Bypass Wildlife Area. Tiny would take his family out to Green’s Lake and camp in an elevated shack.

Milton “Chick” DeRiso hunted from sink boxes in the Yolo Basin starting in the 1930s. He recalled his father telling him to record the huge flights of waterfowl in his mind, because “You’ll never see that again!” He also remembered crossing the Yolo Basin in a Model T Ford on the Tule Jake road.

Many of these early hunters used the Anchor Drug Store on K Street in Sacramento as a source of hunting equipment and a general meeting place, similar to the role Broadway Bait currently serves for local hunters. Anchor Drug was run by Mr. Joseph Garibaldi and later his son, Amiel “Ame” Garibaldi.

A hunting program was managed on the Glide property for many years. In the later years, Tony Glide would hand out hunting permits free of charge that were good for the entire year. These permits were valid only for pheasant

and there were a limited number handed out each year. Soon the number of permits numbered 200. People would call earlier in the season to try to get their permits, much to the annoyance of Mrs. Glide. Most of this activity was in pursuit of ring-necked pheasants, but some hunters enjoyed other privileges. Of course there were also a few individuals who tried to access the property illegally for hunting activity. Over the years, the Glide property was patrolled by a series of interesting characters.

One of the ranch managers from the 1930s was a gentleman named Melt Mason. Mr. Mason was a cattle man who also patrolled the ranch for poachers. One morning he came upon a group of hunters from Sacramento hunting illegally in a pond. As Mr. Mason approached on horseback, the hunters saw him coming and shot his horse out from under him.

Tony Glide ran a pheasant hunting program on the west side of the duck club road from the Road 106 gate to the Umbrella Barn. Some of this area was farmed in milo, corn or other crops and after harvest was opened for hunting.

Wayne Brock reports that one time he was hunting the cornfield across from the Senator Outing duck club with the county sheriff. They had a great morning and killed 12 birds, a legal limit in those days. The game patrolman Warren Sievers saw all those birds and on the spot declared that “from now on the limit on the ranch is 4 birds.”

Other hunters had the special privilege of hunting waterfowl on the Ranch. The Wildlife Area property was home to several hunting areas that were loosely organized as duck clubs prior to the land’s acquisition by the state. Many were located on the Glide Tule Ranch and existed primarily due to the good graces of Tony Glide. In the lower sinks area were the Martin Brother’s pond and Slaviches’ pond. Bob and Don Martin did much of the farming on the Tule Ranch. Bob Martin flew a Piper Cub airplane and was a frequent sight flying low over the marshes of the Yolo Basin. Their pond was just north of the current southern boundary of the Tule Ranch near the toe drain.

The north pond in this area was hunted by the Slaviches. Dink Slavich was the patriarch of this clan, later hunting with sons Ed and Don Slavich. Dink originally hunted with “old man Garibaldi,” perhaps one of the proprietors of the aforementioned Anchor Drug Store in Sacramento. Slavich’s pond has been referred to as “the best duck pond in the country.” In 2004, Dick Goodell, a long time hunter on the Glide In Ranch declared he saw more ducks in this area than he’d ever seen in his life.



Bill Fairfield at Dawson’s in 2006

In earlier times, no one wanted to respond to wildfires in the Yolo Bypass. For the Dixon firemen, it was beyond the frontier of Solano County, for the City of Davis, it was too far out of town. It was No Man’s Land. With Bill Fairfield at the helm, the volunteer firemen of Dixon began to respond to wildfires in the area, at times battling ferocious blazes that raced through the Bypass fed by north winds. Tony Glide was so enamored with their efforts that he gave them control over an entire section of land with the assurance that “nobody will bother you out here.” Mr. Fairfield ran the hunting program and anybody in the fire department could hunt ducks or pheasants on the property. Over the years, probably 60 to 70 people utilized this property. The deal was based solely on the word of Tony Glide and Bill Fairfield.

Mr. Fairfield formed the “No Man’s Land” Fire District and was in charge of operating the newly christened “Fireman’s Duck Club.” Whenever a fire broke out on the Ranch, Tony would personally call Mr. Fairfield and their trucks would be on the way. They fought the fire that eventually burned down the Sacramento Northern

trestles. They also responded to medical emergencies and assisted with the evacuation of livestock during flood events. Mr. Fairfield modeled the Fire District's badge after that of Los Angeles County, and gave one to Tony Glide.

As for the club, the firemen set out to create levees and install water control structures to capture water in the historic slough found on the property. The end result was, as Bill Fairfield described, a "duck hunter's paradise."



The remains of the Fireman's Clubhouse

The firemen sank a handful of barrels to serve as duck blinds. They got a line on a caboose that was reasonably priced. This was hauled to the southwest corner of the property and served as the clubhouse. Later a trailer was brought in, connected to the caboose in an L shaped fashion and now they had a duck club headquarters with sleeping quarters in the caboose and the kitchen and social area in the trailer. Ironically, both the caboose and trailer were lost in a fire. They were replaced by a house built on pilings to stay above the floodwaters. Many good times were enjoyed in these structures until Bill Fairfield's retirement from the fire department in 1985. At that time, the relationship between the No Man's Land Fire District and the Dixon Fire Department was severed. The platform and pilings of the Fireman's Duck Club still remain in the southwest corner of the Tule Ranch.

North and east of the Tule Ranch headquarters lies the Fortis Club. Pete Fortis was farming land west of the ranch boundary, and his drain water would come onto the ranch. These wet areas improved the cattle forage, and soon Mr. Fortis and Tony had an arrangement. If he continued to irrigate parts of the ranch with his drain water, Mr. Fortis could use part of the ranch for duck hunting. Such was born the Fortis Club.

A little further north there is a small grove of mostly eucalyptus trees with an unusual treehouse structure. This treehouse belonged to Mr. Jack Howarth who was a veterinarian in Davis. Mr. Howarth built the tree house and hunted ducks in a pond approximately 200 yards north of the grove. This was known as the Windmill Pond and it still exists, though the windmill does not.

Directly east of the main lift in current ponds 6D and 2A of the Central Unit, was the Bonnetti Club. Like many of the hunting clubs, the clubhouse consisted of trailer houses brought in for the season. These men also hunted around Green's Lake.

Tony Glide was much more tolerant of hunting on the Tule Ranch than Mrs. Glide. When Wayne Brock visited Mrs. Glide in the hospital prior to her death, she said, "If I outlive Tony, your hunting is all done." Sure enough Tony passed away first and the hunting stopped. Warren Sievers no longer checked permits and the Slavich's hunting days were through on the ranch.

Immediately south of the Tule Ranch near the toe drain are a cluster of private duck hunting clubs that share a close working relationship with the ranch and the Department of Fish and Game. Many are in state wetland easement programs and most get their water from the Tule Ranch irrigation system. These clubs were once part of the original Glide property. The first club established in this area was the Senator Outing duck club, reputedly they once had a senator among their members. This club was formed by Chris Fulster Sr. who also produced unique sheet metal decoys that were attached to a stake and pressed into the mud. Later he established the Glide In Ranch club to the east against the toe drain. His son Mr. Chris Fulster Jr., has hunted ducks in the Yolo Basin for 50 years or more. As the proprietor of Broadway Bait in Sacramento, Mr. Fulster has filled a niche once occupied by the Anchor Drug Store in an earlier time.

Other clubs in this area include the Skyraiders, H- Pond Channel Ranch and Bull Sprig which counts longtime Tule Ranch cattle man Bob Brown as one of its members.

The Skyraider's Duck Club once counted Roy Regals as a member. Mr. Regals is forever remembered as "Wrong Way Regals" because of one play in the 1929 Rose Bowl. As Center for the University of California, Mr. Regals picked up a fumble and, after being hit and spun around, began running for the wrong end zone. He was fortunately stopped by his own players, but Cal lost to Georgia Tech by a score of 8 to 7.

With the state acquisition of the Glide property, one of the last vestiges of Yolo Basin wetlands was made available for public use. In 2003, Green's Lake was once again the scene of waterfowl hunting as it had been for many years.

3.6.4 CULTURAL RESOURCES OF THE YOLO WILDLIFE AREA

EDAW's research into cultural resource issues for the Yolo Wildlife Area began with a record search of known pertinent cultural resource information as it relates to the Yolo Wildlife Area. This search was conducted by the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS). The record search included, but was not necessarily restricted to, a review of select publications and sources listed in the following:

- ▶ *National Register of Historic Places (National Park Service 1996)*
- ▶ *California Register of Historical Resources (State of California 1976)*
- ▶ *California Points of Historical Interest (State of California 1992 and updates)*
- ▶ *California Historical Landmarks (State of California 1996)*
- ▶ *Historic Spots in California (State of California 1990)*
- ▶ *Directory of Properties in the Historical Resources Inventory (State of California)*
- ▶ *NWIC Historic Resources Map*
- ▶ *California Place Names (Gudde 1969)*
- ▶ *California Department of Transportation Bridge Inventory*
- ▶ *1852 GLO Plat Maps (T8N,R3E and R4E; and T7N,R3E and R4E)*
- ▶ *Courtland 15' USGS Quad, 1908*
- ▶ *Davisville 15' USGS Quad Map, 1907*

Historic maps provide limited information on structures and features located within the Yolo Wildlife Area. A review of the 1852 GLO Plat maps do not indicate the presence of historic roads, structures, or other features, but do indicate that at that time a large portion of the Yolo Wildlife Area was characterized by swamp and overflow lands. The 1908 15' USGS Courtland quadrangle shows a structure in the eastern edge of Section 9, which matches the location of the Glide Ranch, now known as the Tule Ranch. A north south road is also depicted in Sections 3 and 34. With the exception of the Southern Pacific Railroad no features or structures are depicted within the Yolo Wildlife Area.

The directory of Properties in the Historical Resources Inventory lists the Olson Family house at the east end of Road 34A, and the location appears to match that depicted on the 1908 USGS Courtland quadrangle mentioned above.

Several studies, which are summarized in Table 3.6-1, have been conducted within and directly adjacent to the Yolo Bypass Wildlife Area. All of these documents and reports are on file at the NWIC. With the exception of a few all have been linear surveys which have resulted in the inventory of only a very small percentage of the area.

**Table 3.6-1
Summary of Previous Cultural Investigations in the Vicinity of the Yolo Bypass Wildlife Area**

Report Title	NWIC File Number	Author and Date	Distance to Project Area	Management Unit
Investigations Within the Yolo Wildlife Area				
Archaeological Site Record CA-YOL-117	---	Johnson (1968)		Causeway
Sacramento Metropolitan Area Cultural Resources Survey, Sacramento and Yolo Counties, California (Contract No. DACW0590P2429)	S-12191	Glover and Bouey (1990)		Northeast, Causeway Ranch North
Archaeological Survey of the Supplement to the Sacramento Metropolitan Area Cultural Resources Survey, Sacramento and Yolo Counties, California	S-12467	Berg and Bouey (1991)		Northwest, Los Rios
Addendum to the Report on the Archaeological Survey for the Proposed SMUD Gas Pipeline between Winters and Sacramento, Yolo and Sacramento Counties, California	S-15334	Waechter (1993)		Northeast, Causeway, Causeway Ranch, Tule Ranch
Report on the Third Phase of Archaeological Survey for the Proposed SMUD Gas Pipeline between Winters and Sacramento, Yolo and Sacramento Counties, California	S-15403	Waechter (1993)		Causeway, Tule Ranch
Cultural Resources Monitoring Report for the SMUD Cogeneration Pipeline Project	S-17674	Woodward-Clyde Consultants (1995)		Causeway, Tule Ranch
Archaeological Surveys: Sacramento River and Major and Minor Tributaries, Bypass Revetment Project	S-17955	True and Jensen (1974)		Causeway Ranch
Cultural Resources Assessment within Reclamation Districts 537, 900, 765, 999 and Maintenance Area 4, Yolo County, California	S-19740	Peak (1997)		Northeast
Cultural Resource Inventory Report for the Williams Communications, Inc. Fiber Optic Cable System Installation Project, Pittsburg to Sacramento, California	S-22464	Jones and Stokes Associates, Inc. (1999)		Tule Ranch, Causeway
Volumes I, II, and III: Final Cultural Resources Inventory Report for the Williams Communications, Inc. Fiber Optic Cable System Installation Project, Point Arena to Robbins and Point Arena to Sacramento, California	S-22736	Jones and Stokes Associates, Inc. (2000)		Causeway
Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project, Segment WS01: Sacramento to Oakland	S-22817	Nelson, Carpenter and Costello (2000)		Causeway
Cultural Resources Assessment Report SFPP, L.P. Proposed Concord to Sacramento Pipeline Project	S-25311	Martin and Self (2002)		Tule Ranch, Causeway North
Cultural Resources Assessment Report Proposed Construction Yards Nos. 1, 2, 3, and 4, SFPP L.P. Concord to Sacramento Pipeline Project	S-28381	Martin, Brown, and Self (2004)		Causeway

**Table 3.6-1
Summary of Previous Cultural Investigations in the Vicinity of the Yolo Bypass Wildlife Area**

Report Title	NWIC File Number	Author and Date	Distance to Project Area	Management Unit
Investigations Adjacent to Yolo Wildlife Area				
Cultural Resources Reconnaissance: Sacramento River Deep Water Ship Channel (Collinsville to Sacramento)	S-5055	Seldomridge and Seldomridge (1976)	¼ mile	
Southport GPA/EIR. (letter report)	S-5699	Putman (1982)	¼ mile	
Intensive Cultural Resource Survey and Literature Review for the Sacramento Deep Water Ship Channel Project, Yolo and Solano Counties, California	S-7295	Werner (1985)	¼ mile	
Sacramento Deep Water Ship Channel, Cultural Resources Survey and Literature Review, Yolo and Solano Counties, California	S-7448	Werner (1985)	¼ mile	
A Cultural Resources Study for Environmental Impact Report for Industrial Planned Development 37 of the Port of Sacramento, Yolo County, California	S-11920	Derr (1990)	¼ mile	
A Cultural Resources Study for the Riviera Lakes EIR, Yolo County, California	S-12650	Cultural Resources Unlimited (1991)	¼ mile	
A Cultural Resources Study for Villages of Southport ADEIR, Bevan Road at Jefferson Boulevard, West Sacramento, Yolo County, California	S-13551	Cultural Resources Unlimited (1991)	¼ mile	
Archaeological Survey Report of the proposed Southport Wastewater Treatment Plant, West Sacramento, California	S-16932	Supernowicz (1993)	¼ mile	
An Archaeological Assessment within Reclamation District 2035, Yolo County, California COE Water Basin System Designation SAC 05 DACW05-97-P-0465	S-20005	Shapiro (1997)	¼ mile	
An Addendum Archaeological Assessment within Reclamation District 2035, Yolo County, California COE Water Basin System Designation SAC 05 DACW05-97-P-0465	S-20006	Shapiro, and Syda (1997)	¼ mile	
Source: Northwest Information Center, Sonoma State University, Rohnert Park 2006				

These investigations have resulted in the identification of five resources (two prehistoric archaeological sites, an historic farmhouse with associated outbuildings, the remains of the historic Sacramento Northern Railroad, and the route of the Southern Pacific Railroad) within the Yolo Wildlife Area.

None of these resources have been evaluated for CRHR significance to the CRHR or NRHP eligibility.



Umbrella Barn in the Tule Ranch Unit

All of the formerly documented resources are summarized below (by site record), and a complete list of resources by management unit is presented in Table 3.6-2.

CA-YOL-172

When recorded in 1991 the site appeared to have been extensively impacted by farming operations. The investigators indicated the presence of flaked stone artifacts, baked clay, and a burned bone fragment. Density of the material was quite light, averaging 4 specimens per 10 meters square (Bouey and Bethard 1991). While a formal assessment has not been conducted, impacts from farming coupled with the paucity of the archaeological deposit suggests that the site may lack the necessary integrity to be considered significant/eligible. Because of ongoing agricultural impacts in the vicinity of the locale, it is recommended that the site be formally evaluated for significance/eligibility.

CA-YOL-117

In 1964 this site appeared as a low mound, approximately 5 feet above the surrounding area. Excavations conducted in 1964, prior to the area being leveled for farming, resulted in the recovered of four burials, and artifacts associated with the Emmergent Period (Johnson 1971). Given the continued impacts from farming operations beginning in the 1950s and the impacts of salvage excavations in 1974, it is doubtful that further archaeological remains are present, and if so the integrity may have been extremely compromised. Because of ongoing agricultural impacts in the vicinity of the locale, it is recommended that the site be formally evaluated for significance/eligibility.

**Table 3.6-2
Cultural Resources Documented in the Yolo Bypass Wildlife Area**

Management Unit	Cultural Resources	Significance/Eligibility	Management Recommendation
Causeway Ranch Unit	Southern Pacific/Union Pacific Railroad	Not evaluated	No further management
Causeway Unit	Southern Pacific/Union Pacific Railroad	Not evaluated	No further management
	CA-YOL-117	Excavated	Confirm no remains are present
North Unit	--	--	--
Northwest Unit	--	--	--
1,000 Acres Unit	--	--	--
Northeast Unit	CA-YOL-172	Recommended Not Eligible	No further management
Central Unit	--	--	--
PG&E Purchase	--	--	--
West Unit	--	--	--
Pacific Flyway Center	--	--	--
Los Rios Unit	--	--	--
Parker Unit	--	--	--
Tomato Field 29	--	--	--
Tomato Field 38	--	--	--
Los Rios WRP	--	--	--
South Unit	--	--	--
Tule Ranch Unit	Sacramento Northern Railroad	Recommended Not Eligible	No further management
	Glide Ranch Complex (Tule Ranch HQ)	Not evaluated	Continued management
	Umbrella Barn	Not evaluated	Continued management
	Treehouse	Not evaluated	Continued management
	Fireman's	Not evaluated	Continued management

CA-YOL-195H (P-57-000422)

Portions of the Sacramento Northern Railroad have been documented both within and outside of the project area (see Scott 1999; Jones and Stokes 2000; Martin et al. 2001; and Martin 2004). Within the Yolo Wildlife Area, the route appears as an earthen berm with associated trestle remains. All of the rails and ties have been removed and many of the rails can be found throughout the area, used for such purposes as fence posts, cattle chutes, and pump station support structures. Research has indicated that the integrity of the earth work has been severely impacted by erosional processes. A low density historic artifact concentration was discovered near the Saxon Rail Stop during pipeline construction associated with the Kinder Morgan Concord to Sacramento Pipeline Replacement Project. The remains were documented, but not assessed for significance (Martin 2004). As mentioned above, since the route was abandoned, portions have either been completely dismantled or others have been subsumed by modern transportation systems (e.g., BART and Sacramento Regional Transit). A record documenting a portion

of the route within the Yolo Wildlife Area indicated that because of a lack of integrity the railway does not appear to meet the criteria for inclusion into the National Register of Historic Places (Martin et al. 2001). Therefore, pending the discovery of previously undocumented constituents (i.e., significant archaeological deposits), which may qualify the resource for significance, no further management is required.

P-57-000400

Within the project area the route of the historic Southern Pacific Railroad has been previously documented (Syda 1999), with the route extending to the west to Cordelia prepared by Nelson et al. (1999). While the researchers note that the route has been rebuilt several times during its history, thereby compromising the integrity, it does maintain the original setting. Undoubtedly the route qualifies for eligibility under Criteria a, b, and c for inclusion in the NRHP, and elsewhere portions of the route (i.e., rail segments and depots) are listed on the NRHP.

Glide Ranch (Olson Family House)

A record prepared in 1979 documents a one-story vernacular farm house with rectangular gabled roof and a shed-roofed porch across the front, and that the building was in a state of decay at this time. The exterior is clad with shiplap siding. A well constructed water tank tower structure and corrugated metal structures were associated with the residence in 1979. The record also indicates that although the property is referred to as the Olson residence the property was originally purchased by J. H. Glide in 1879, and that the structure was built shortly thereafter in the 1880s. Beginning in the early 20th century the residence was occupied by the Olson family (Historic Environment Consultants 1980). None of the structures have been evaluated for significance/eligibility. This structure is not on the Wildlife Area property.