Acknowledgments

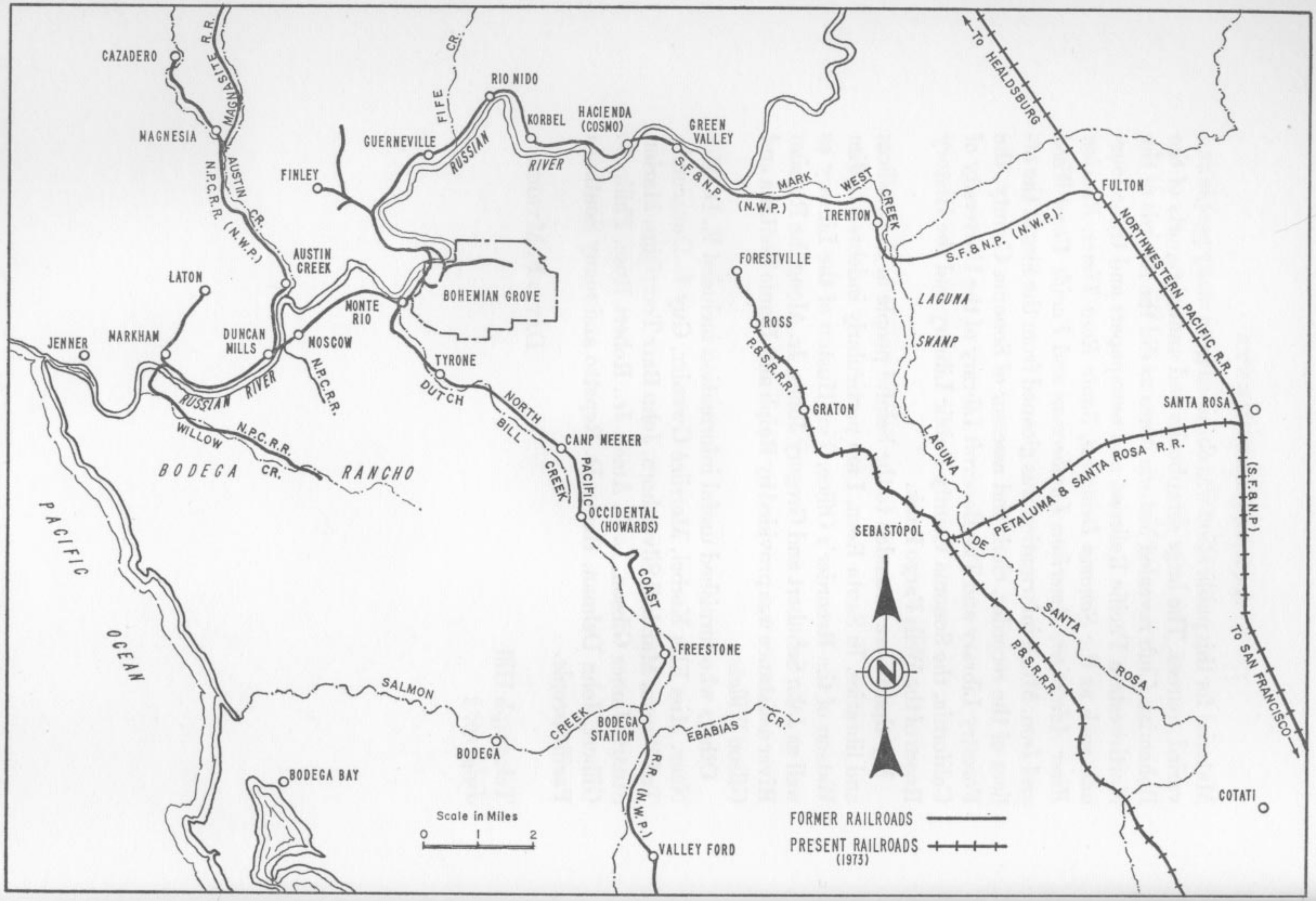
Material for this publication was obtained from many people and varied sources. The large scrapbooks and annual reports of the Bohemian Club revealed historic items as did the records of the Northwestern Pacific Railroad and newspapers and trade journals such as the *Sonoma Democrat*, *Santa Rosa Times*, *Russian River Advertiser*, *American Lumberman* and *Pacific Coast Wood and Iron*. Much information was gleaned from the files of the offices of the recorder, clerk and assessor of Sonoma County, the Forestry Library and The Bancroft Library of the University of California, the Sonoma County Public Library and the History Room of the Wells Fargo Bank.

My thanks are extended to the helpful people in these offices and libraries. In Santa Rosa, I am particularly indebted to Jim Watson of the Recorder's Office, Tim Huston of the Library as well as John Schubert and Gregory Jones, Jr. Along the Russian River assistance was provided by Ralph and Jaquie Fontana and Gilson Willets.

Others who furnished useful information included E. D. McNear, Miss Elsa Korbel, Merrilee Gwerder, Guy L. Dunscomb, Ted Wurm, Marshall Silverthorn, John Barr Tompkins, Marion Stuart, James Gibson, L. C. Ames, Jr., Robert Rose, Philip V. Gilbert, John Delman, Henry D. Repetto and many Southern Pacific people.

David F. Myrick

Telegraph Hill
July, 1973


CAZADERO
MAGNESITE R.R.
MAGNESIA
AUSTIN CR.
N.P.C.R.R. (N.W.P.)
FINLEY
GUERNEVILLE
FIFE CR.
RIO NIDO
RUSSIAN RIVER
KORBEL
HACIENDA (COSMO)
GREEN VALLEY
S.F.&N.P. (N.W.P.)
MARK WEST CREEK
TRENTON
TO HEALDSBURG
FULTON
NORTHWESTERN PACIFIC R.R.
S.F.&N.P. (N.W.P.)
AUSTIN CREEK
LATON
BOHEMIAN GROVE
MONTE RIO
FORESTVILLE
LAGUNA SWAMP
ROSS
JENNER
MARKHAM
DUNCAN MILLS
MOSCOW
N.P.C.R.R.
TYRONE
DUTCH BILL CREEK
NORTH
P.&S.R.R.R.
GRATON
SANTA ROSA
RUSSIAN RIVER
WILLOW CR.
N.P.C.R.R.
BODEGA RANCHO
CAMP MEEKER
PACIFIC
OCCIDENTAL (HOWARDS)
LAGUNA
PETALUMA & SANTA ROSA R.R.
(S.F.&N.P.)
SEBASTOPOL
DE
COAST
PACIFIC OCEAN
FREESTONE
SANTA ROSA
P.&S.R.R.R.
TO SAN FRANCISCO
SALMON CREEK
BODEGA
BODEGA STATION
EBABIAS CR.
R.R. (N.W.P.)
BODEGA BAY
Scale in Miles
0 1 2
VALLEY FORD
COTATI
FORMER RAILROADS
PRESENT RAILROADS (1973)

RAILS AROUND THE BOHEMIAN GROVE

Early in the last century, the stately redwoods of Sonoma County attracted lumbermen eager to harvest the timber. Other men provided the railroads to transport this harvest to the markets; subsequently these railroads brought the Bohemians to their Summer Encampments.

Probably the first lumbering was done by the Russians using a whipsaw for timbers used in the construction of Fort Ross in 1812. Captain J. B. R. Cooper, brother-in-law of General Vallejo, built a saw mill on El Molino Rancho near the present Green Valley area about 1834 but its useful life was cut short by a flood in 1840. Commercial lumbering was initiated by James Dawson with a whipsaw mill on Salmon Creek near Bodega in 1835 which he operated until 1849.

The first steam sawmill north of San Francisco grew from a chance exploration of a master of a Baltimore trading ship, Captain Stephen Smith, after he cast anchor in Bodega Bay in 1841. Venturing inland, Captain Smith was so impressed with the country that he decided that it would be the location of his future sawmill and flour mill. Going back to Baltimore he purchased a boiler and other machinery and returned to California two years later. From the Mexican government he received a grant of some 37,000 acres in 1844. Known as Rancho Bodega, it extended several miles inland from the ocean with Russian River forming the northern boundary and Estero Americano as the southern boundary (near Valley Ford).

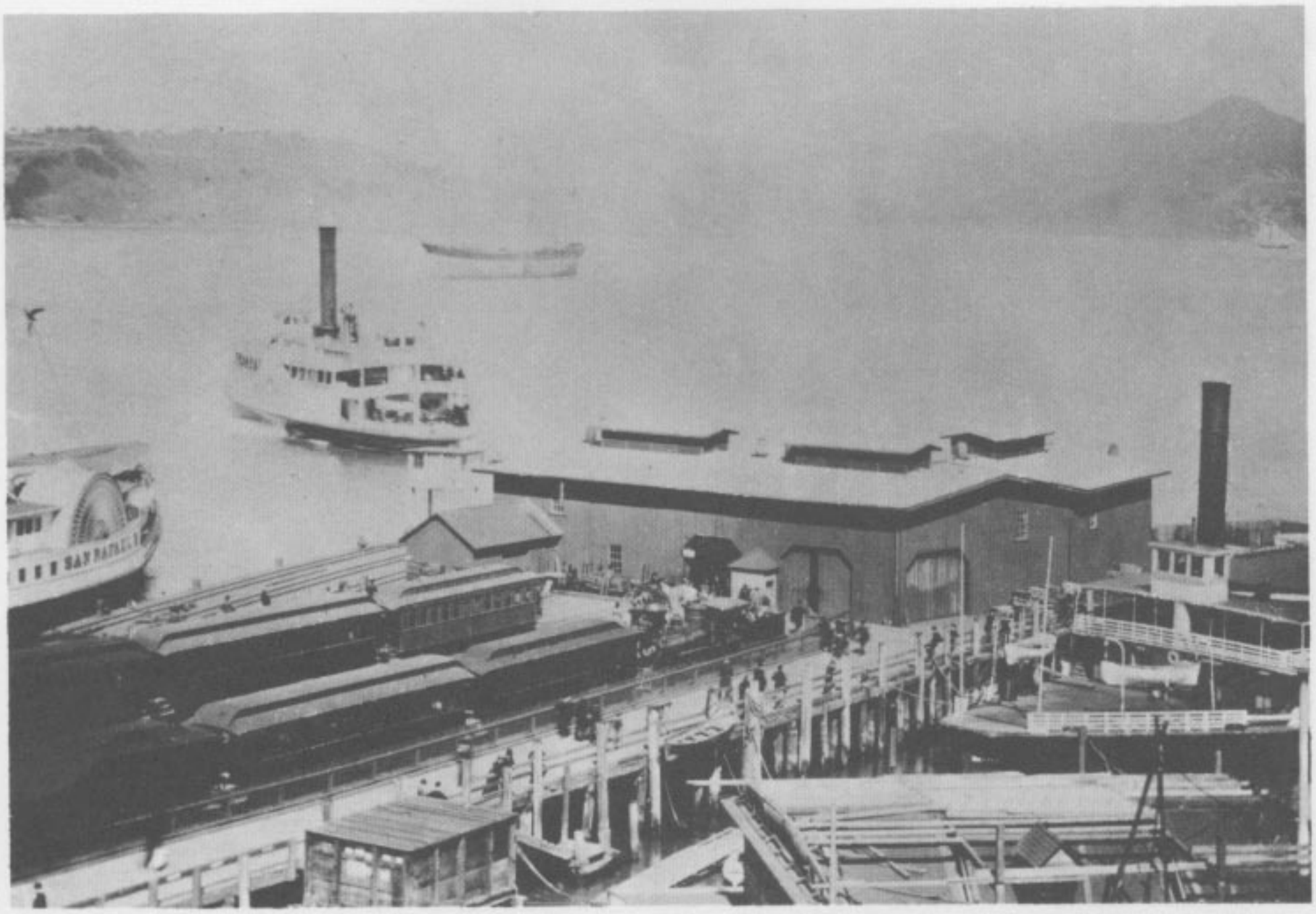
By the 1860's several sawmills were active in Sonoma County. Among them was the mill of Alexander and Samuel M. Duncan who in 1854 bought out the interest of Joshua Hendy, the San Francisco iron monger. After several locations, the Duncan brothers settled close to the mouth of the Russian River in 1860. Melvin C. Meeker, who came to California in 1861, first worked as a carpenter in Valley Ford to repay the $200 passage money he

had borrowed and then went into the construction business in Tomales. In 1866, when Meeker bought a timber claim from the government, Harmon Heald and George E. Guerne set up their mill at what became Guerneville. A brother of the former partner laid out the town of Healdsburg.

After the death of Captain Stephen Smith in November 1855, his widow Manuela waited scarcely more than a year before marrying Tyler Curtis but on the other hand she waited until about 1870 to sell the Bodega Ranch to J. Preston Moore and Austin D. Moore, San Francisco importers and commission merchants.

Seeking a way to bring out the lumber from the former Bodega Ranch, Austin D. Moore formed the North Pacific Coast Railroad Company a few days before Christmas of 1871 to build from Sausalito north to Humboldt Bay. Associated with Moore were Charles Howard of the Spring Valley Water Company and Warren Dutton, pioneer potato grower and a founder and chief promoter of the town of Tomales. Warren Dutton, by the way, provided the first commercial challenge for Luther Burbank when he hired Burbank to improve the quality and output of his potato crop.

Taking a clue from the lower construction costs of narrow-gauge railroads in Colorado, Moore built the North Pacific Coast with a three-foot gauge. Work began in the summer of 1872 but, even with narrow-gauge economy, the meager funds were quickly consumed and only a token showing was made. It was not until Milton D. Latham, one-time U.S. Senator from California and then manager of the San Francisco office of the London & San Francisco bank (purchased by the Bank of California in 1905), took an interest in the project that construction moved forward. The narrow gauge was opened to Tomales on January 7, 1875 with an excursion. Two locomotives were necessary to drag the eight cars over White's Hill (beyond Fairfax) and soon the train was winding along Paper Mill Creek (named for Samuel P. Taylor's plant, the first of its kind on the Pacific Coast) to Point Reyes Station, passing Tomales Bay and finally, after rounding a curve, the train whistled into Tomales for the celebration.



The North Pacific Coast Railroad terminal in Sausalito around the 1890's. The *San Rafael* was sunk in a collision in 1901.

Though the railroad tracks have left the scene, some of these buildings in Occidental, photographed in 1898, still remain as restaurants. (W. A. Silverthorn Collection.)

Lyons Hotel in Monte Rio, about 1900, was a summer resort in the days of the narrow gauge. (Wells Fargo Bank History Room.)

Parasols deflect the rays of the summer sun while these ladies wait for the train. The multi-story Monte Rio Hotel is on the left. (W. A. Silverthorn Collection.)

Construction continued north of Tomales once the Chinese coolies pierced Clark's Hill with a 1,706-foot tunnel. Passing Valley Ford the railroad entered Freestone on the west side of the old hotel (still standing) before climbing up Salmon Creek and crossing some spectacular trestles in Green Canyon to reach the summit at Howard's (now Occidental). It was then downhill to the Russian River as the railroad wound its way along Dutch Bill Creek but a 426-foot tunnel was necessary to lighten a curve. The North Pacific Coast Railroad was opened to Russian River Station (now Monte Rio) in the summer of 1876 and to Moscow Mills, about two and one-half miles down the Russian River, on October 16, 1876.

Here the terminal remained temporarily until Alexander Duncan agreed to move his mill from near the mouth of the Russian River to a point opposite Moscow Mills if the railroad bridged the river. Duncan purchased his site from John Orr, an early settler, and the settlement of Duncan Mills was born. John Orr had the only saloon for miles around and consequently enjoyed a good business. He also sold town lots but carefully included restrictions prohibiting saloons on them.

The railroad was opened to Duncan Mills on May 5, 1877; no longer was Humboldt Bay the northern objective. Instead, in 1886, a subsidiary, Northwestern Railroad, built seven miles up Austin Creek to Ingram's (Cazadero) which, 87 miles from San Francisco marked the most northerly point reached by the narrow gauge.

The entry of the railroad into the Russian River country spurred the establishment of more sawmills. The Riley Mill was built at what became Monte Rio. A mile and one half south along Dutch Bill Creek were the Tyrone Mill and nearby the Sonoma Mill. In all there were five mills between Tyrone and Moscow.

Three corporations sponsored by Milton S. Latham were formed early in 1877. The Madrona Land and Lumber Co. was formed in connection with James M. Streeter and Benjamin F. Riley to acquire land from Alex Duncan's holdings around Monte Rio. Other partners joined Latham to form the Sonoma Lumber

Company and the Russian River Land and Lumber Company which operated in nearby areas.

RAILS FROM THE EAST

While Latham, Dutton and Moore were extending their narrow-gauge line to the Russian River along the western edge of Sonoma County, the proprietors of the standard gauge San Francisco and North Pacific Railway running through the center of the county were not overlooking the traffic potential of this redwood region.

Early in 1870 this standard-gauge railroad linked Santa Rosa with the river terminal on Petaluma Creek where a steamer provided service to San Francisco. The following year the rails entered Fulton, a small community about five miles from Santa Rosa. Healdsburg was reached later in the year and in April 1872 Cloverdale became the northern outpost of this road, a position it held for 17 years. Boss of the SF&NP was Peter Donahue of the Union Iron Works which he had founded back in 1849. As the name Donahue appeared so often—a steamer, locomotive and a terminal—the line was well identified as the "Donahue Road."

With an eye on the timber, Col. Donahue was looking west toward Guerneville, then called sometimes "Stumptown." Surveyors were dispatched to stake a line west from Fulton in the summer of 1875 and in the middle of September 200 graders were at work of whom half were Chinese. Already a few hundred yards of track were spiked down at Fulton. At the end of the month the force numbered 400, construction trains were operating over 2½ miles of track and efforts were being made to beat the winter rains. By Christmas 1875, the six miles between Fulton and the bridge at Laguna (Trenton) were ballasted and it was hoped to have the grading completed to the Russian River in three weeks.

The first crossing and for years the only crossing of the Russian River by this branch was at Hacienda, not far from Faudre's rustic chair factory which enjoyed a widespread market. Though the rails reached no farther than Laguna, already the bridge piers were under construction while the Howe Truss Span was being framed at the Donahue shops, timed to be complete as the rails were to approach the crossing.

Ten days of rain in March and the loss of the railroad's ferry boat slowed work but as the end of April approached, the bridge was set in place. On the north side of the river, two miles of roadbed were ready for the ties and rails which left little work remaining on the way to Korbel's sawmill.

Securing the right of way for the railroad threatened to be a problem and the services of Anton Korbel were enlisted. After some discussion, Col. Donahue bet Korbel that he could not obtain the right of way but Korbel surprised him in a few days with a complete set of right of way agreements and demanded payment of the bet. How and in what form the $5.00 bet was settled has not been recorded.

The Korbel brothers, Francis, Anton and Joseph, came to the United States from Bohemia. In San Francisco, they established a cigar box factory on Bryant Street where they employed 150 Chinese workers. Frequent trips were made to the country back of Mazatlan, Mexico, to purchase the cedar used in cigar boxes. The factory burned but was relocated and operations were expanded to include multiple-color printing, not only for illustrations in cigar boxes but also for a local satirical magazine, *The Wasp*.

As a secondary interest, the Korbel brothers acquired land along the Russian River for dairy purposes hoping to enter the cheese market. This venture was short-lived and in its place the Korbels went into the lumber business which was expanded with the advent of the railroad. (Years later, when the land was cut over, the question as to what use should be made of it was put to some professors at the University of California. After some consideration, they replied that it would be good land for vineyards and, following that suggestion the Korbel Winery was established.)

When the railroad arrived in May 1876, Korbel's consisted of a sawmill, a shingle mill, a "good country hotel" kept by John Baelser, the store of Jacob Snelling, who recently moved from Forestville, and a boarding house and cabins for the 52 employees of the two mills. (For a short time there was another Korbel sawmill across the river.)

The first of many excursions on the broad gauge to the redwoods was on Saturday, May 28, 1876. Sponsored by the German Social Club, some 1,200 people crammed into seven cars and went to the picnic at Korbel's.

It was only three more miles around the loop of the Russian River to Guerneville. There had been some delay securing the right of way for Donahue's extension but, with that accomplished, work was resumed and on February 24, 1877 the firing of anvils and the shrill scream of the locomotive whistle announced the arrival of the railroad in the lumber town of Guerneville. A few weeks later train schedules appeared in the *Santa Rosa Times* which informed readers that a mixed train left Fulton every morning for a leisurely 15-mile run to Guerneville and return. On Sunday mornings the eight o'clock ferry from San Francisco connected with the express train which landed picnickers in Guerneville at 12:25 p.m. Lest the temptations of the country air overcome them, patrons were hurried back on the train at three in the afternoon to arrive in San Francisco four and one-half hours later.

Guerneville was to remain the terminal for fifteen years. Until then, it was still three miles to the Bohemian Grove and five miles to Monte Rio.

SUMMER ENCAMPMENTS

A new adventure took place on the last Saturday afternoon in June 1878 when an eager group boarded the steamer *San Rafael* in San Francisco to connect with the special train which carried the happy throng over its narrow rails to Taylorville where the 100 Bohemians were disgorged into the woods to enjoy the great outdoor world. A poem by Henry George, later better known for his single-tax theory, and general conviviality provided participants with happy recollections for future years.

So successful was this encampment that a repeat performance was demanded the following summer. The august Board, with an eye on the Club's bank book, declared the expense of a midsummer High Jinks was beyond the resources of the Club. It was then that Hugh M. Burke of the *Bulletin* came to the rescue with an all-expense weekend excursion for the munificent sum of $5.00.

NORTH PACIFIC COAST RAILROAD.

1889. TIME TABLE (COMMENCING OCT. 13). 1889.

FROM SAN FRANCISCO.

STATIONS.	MILES	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sat. & Su. Ex	Daily Sund. Ex.	Satur. Only.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Sund. Only.	Sund. Only.	Sund. Only.	Sund. Only.	Sund. Only.	Sund Only.
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
San Francisco.....Lv.		7.30	9.20	11.00	11.00	1.30	1.30	3.25	4.50	6.10	8.00	10.00	11.30	1.30	5.05	6.30
Sausalito..... "	6	8.08	9.55	11.40	11.40	2.08	2.08	3.58	5.23	6.43	8.35	10.40	12.05	2.05	5.39	7.05
Bay Junction..... "	9	....	10.06	....	....	....	....	....	5.32	....	....	10.53	....	....	5.53	....
Mill Valley.....Ar.	11	....	10.15	....	....	....	....	....	5.42	....	....	11.03	....	....	6.03	....
Bay Junction.....Lv.	9	8.18	10.02	11.49	11.49	2.14	2.14	4.04	5.29	6.49	8.44	10.50	12.14	2.14	5.48	7.14
Alto (Blithedale)..... "	10¼	8.22	10.05	11.53	11.53	2.19	2.19	4.07	5.32	6.53	8.48	10.55	12.18	2.18	5.52	7.18
Corte Madera..... "	12	8.28	10.11	11.59	11.59	2.25	2.25	4.12	5.36	6.58	8.53	11.02	12.25	2.23	5.57	7.23
Tamalpias..... "	14	8.34	10.17	12.05	12.05	2.31	2.31	4.17	5.41	7.03	8.58	11.10	12.30	2.28	6.02	7.28
Ross Station..... "	15	8.37	10.20	12.08	12.08	2.34	2.34	4.20	5.43	7.06	9.01	11.13	12.33	2 31	6.05	7.31
San Anselmo..... "	16	8.40	10.23	12.10	12.10	2.38	2.38	4.23	5.45	7.09	9.04	11.16	12.36	2.34	6.08	7.34
San Rafael..... "	18	8.50	10.30	12.20	11.45	2.47	2.00	4.30	5.50	7.15	9.15	11.27	12.45	2.45	6.19	7.45
San Quentin.....Ar.	21½	9.00	10.40	12.30	....	2.57	....	4.40	6.00	....	9.25	11.37	12.55	2.55	6.29	....
San Anselmo.....Lv.	16	....	....	....	12.10	....	2.38	....	....	....	9.04	....	....	....	....	....
Fairfax..... "	17½	....	....	....	12.17	....	2.45	....	....	....	9.08	....	....	....	....	....
San Geronimo..... "	24½	....	....	....	12.48	....	3.14	....	....	....	9.35	....	....	....	....	....
Camp Taylor..... "	29¾	....	....	....	1.04	....	3.30	....	....	....	9.48	....	....	....	....	....
Tocaloma..... "	32½	....	....	....	1.15	....	3.42	....	....	....	9.58	....	....	....	....	....
Point Reyes..... "	37¾	....	....	....	1.40	....	3.59	....	....	....	10.15	....	....	....	....	....
Marshalls..... "	47	....	....	....	2.11	....	4.33	....	....	....	....	....	....	....	....	....
Tomales..... "	54¾	....	....	....	2.37	....	4 59	....	....	....	....	....	....	....	....	....
Valley Ford..... "	61¼	....	....	....	2.55	....	5.16	....	....	....	....	....	....	....	....	....
Bodega Roads..... "	64	....	....	....	3.07	....	5.27	....	....	....	....	....	....	....	....	....
Freestone..... "	65½	....	....	....	3.12	....	5.32	....	....	....	....	....	....	....	....	....
Howards..... "	69¼	....	....	....	3.28	....	5.48	....	....	....	....	....	....	....	....	....
Russian River..... "	75½	....	....	....	3.51	....	6.09	....	....	....	....	....	....	....	....	....
Duncan Mills..... "	79¼	....	....	....	4.10	....	6.20	....	....	....	....	....	....	....	....	....
Cazadero.....Ar.	86¾	....	....	....	4.45	....	6.53	....	....	....	....	....	....	....	....	....
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

Ticket Office:
Sausalito Ferry, Market Street Wharf.

General Offices:
Stock Exchange Building, 327 Pine Street.

JNO. W. COLEMAN,
General Manager.

F. B. LATHAM,
Gen. Pass. & Ticket Agt.

NORTH PACIFIC COAST RAILROAD.

1889. TIME TABLE (COMMENCING OCT. 13). 1889.

TOWARD SAN FRANCISCO.

STATIONS.	MILES	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Daily Sund. Ex.	Satur. Only.	Sund. Only.	Sund. Only.	Sund. Only.	Sund. Only.	Sund. Only.
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Cazadero.....Lv.		....	....	....	6.45	....	....	....	....	....	....	....	....	....
Duncan Mills..... "	7½	....	....	....	7.25	....	....	....	....	....	....	....	....	....
Russian River..... "	11¼	....	....	....	7.39	....	....	....	....	....	....	....	....	....
Howards..... "	17¾	....	....	....	8.08	....	....	....	....	....	....	....	....	....
Freestone..... "	21¼	....	....	....	8.21	....	....	....	....	....	....	....	....	....
Bodega Roads..... "	22¾	....	....	....	8.26	....	....	....	....	....	....	....	....	....
Valley Ford..... "	25½	....	....	....	8.37	....	....	....	....	....	....	....	....	....
Tomales..... "	32	....	....	....	8.56	....	....	....	....	....	....	....	....	....
Marshalls..... "	39¾	....	....	....	9.23	....	....	....	....	....	....	....	....	....
Point Reyes..... "	49	....	....	....	9.56	....	....	....	....	....	....	....	....	4.00
Tocaloma..... "	54¼	....	....	....	10.14	....	....	....	....	....	....	....	....	4.16
Camp Taylor..... "	57	....	....	....	10.25	....	....	....	....	....	....	...	....	4.25
San Geronimo..... "	62¼	....	....	....	10.41	....	....	....	....	....	....	....	....	4.39
Fairfax..... "	69¼	....	....	....	11.09	....	....	....	....	....	....	....	....	5.04
San Anselmo.....Ar.	70¾	....	....	....	11.13	....	....	....	....	....	....	....	....	5.07
San Quentin.....Lv.	76½	....	7.30	9.10	10.55	1.30	3.15	4.45	6.15	7.45	9.40	11.50	3.20	4.45
San Rafael..... "	72¾	6.10	7.45	9.20	11.05	1.45	3.25	4.55	6.25	8.00	9.50	12.00	3.30	5.00
San Anselmo..... "	70¾	6.16	7.51	9 28	11.13	1.56	3.33	5.02	6.33	8.10	10.00	12.10	3.40	5.10
Ross Station..... "	71¼	6.19	7.54	9.31	11.18	2.00	3.36	5.05	6.36	8.14	10.04	12.13	3.43	5.13
Tamalpais..... "	72¾	6.22	7.56	9.34	11.22	2.04	3.39	5.07	6.39	8.18	10.08	12.16	3.46	5.16
Corte Madera..... "	74¼	6.28	8.01	9.40	11.28	2.10	3.45	5.12	6.45	8.24	10.14	12.25	3.52	5.22
Alto (Blithedale)..... "	76½	6 34	8.06	9.45	11.34	2.19	3.50	5.17	6.53	8.30	10.19	12 31	3.58	5.28
Mill Valley..... "	79¾	....	7.50	....	....	....	....	5.00	....	8.15	....	....	3.45	....
Bay Junction.....Ar.	77¾	....	8.00	....	....	....	....	5.10	....	8.27	....	....	3.57	....
Bay Junction.....Lv.	77¾	6.38	8.09	9.49	11.39	2.22	3.54	5.21	6.57	8.34	10.23	12.35	4.02	5.32
Sausalito..... "	80¾	6.45	8.15	9.55	11.55	2.30	4.05	5.30	7.05	8.45	10.35	12.45	4.15	5.45
San Francisco.....Ar.	86¾	7.15	8.45	10.25	12.25	3.00	4.35	6.00	7 35	9.15	11.05	1.15	4.45	6.15
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.

STAGE CONNECTIONS MADE AT

Sausalito for Bolinas; San Rafael for Bolinas; San Geronimo for Nicasio; Tocaloma for Olema; Point Reyes for Olema and Point Reyes; Valley Ford for Bloomfield and Petaluma; Bodega Roads for Bodega Bay; Freestone for Sebastapol and Santa Rosa.

The Finely Equipped Four-horse Stages of Allman's U. S. Mail Company

Leave CAZADERO daily (Except Mondays), for Stewart's Point, Gualala, Point Arena, Cuffey's Cove, Navarro, Mendocino City, Westport, and all points on the North Coast.

Mammoth redwoods in the Cazadero Grove never failed to impress the tourists. (Timetable on previous page is from Guy L. Dunscomb Collection.)

Montrio Hotel Annex, under the management of C. F. Carr, was active around train time about 1915. Departure for Cazadero was imminent. (Ted G. Wurm Collection.)

The grove camp site was about a half mile from Duncan Mills, on the south side of the river. As described in *The Annals*, "the tents were pitched on either side of a limpid brook, in a small amphitheater surrounded by giant redwoods. The brook descended through a cañon, and near the mouth of the cañon the water fell over the rocks in a beautiful cascade."

The tradition of the Summer High Jinks was gaining momentum. In the next two summers, the Bohemians took the broad-gauge trains to a site just east of Guerneville. In 1882, they went to what is now the Bohemian Grove which was to be the permanent site beginning with 1893.

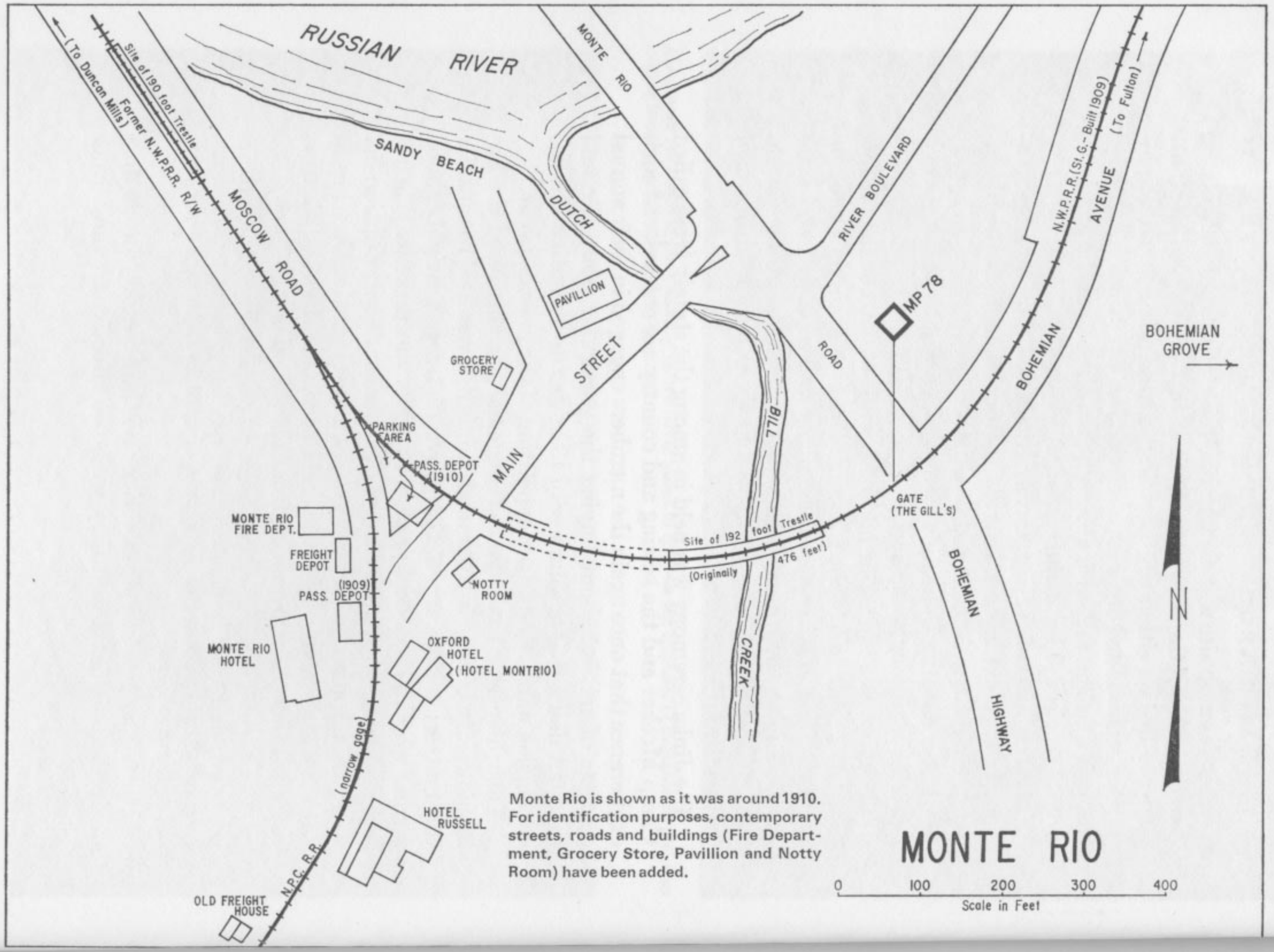
Though a one-mile spur had been built east from the narrow gauge at Monte Rio to the second mill of the Madrona Land and Lumber Company in 1882, Bohemians walked all the way from Monte Rio to their camp site near the present bathing beach. Wagons hauled the baggage as well as those persons disinclined to hike through the woods.

The Jinks ceremony was held in among the stately trees called Camp Meeker and the setting and country air engendered such exuberance that once again the members engaged in their annual pastime of talking about buying the particular camp site and then not doing it. The summer of 1882 was no exception but the conclusion narrowly escaped repetition of the previous year.

The whispering trees and the congenial campfire lured the Bohemians into an acquisitive mood. A meeting was held to consider the matter; the owner of the grove of trees, a neighborhood farmer who had named a price of $15,000, was present. When it was decided that the price was within reason, a subscription list was initiated among those present. Then the big sales pitch began with blasts of oratory from General Barnes, the Hon. W. W. Morrow and others. Again quoting from *The Annals*,

"These spellbinders called up their most poetic imagery, their choicest tropes and most brilliant metaphors; they dealt out tralatitous, catachresitcal and allegorical figures of speech as though they were common nouns. . . ."

The chosen words were effective and the necessary funds were pledged. As it developed they were too effective as the farmer



Monte Rio is shown as it was around 1910. For identification purposes, contemporary streets, roads and buildings (Fire Department, Grocery Store, Pavillion and Notty Room) have been added.

took them all in so when the committee came to him with happy faces to conclude the sale, he shifted from one foot to the other uneasily, scratched his beard and then broke the silence with,

"Well, lookee yere, my friend, I guess I was a little too previous when I told ye the price of this yere place was fifteen thousand. Ye see, I hadn't sized it up fer its real value. It's a doggoned fine place, as you all agree, and it's worth easy sixteen thousand, and I guess we'll have to call it that."

It was time for the speakers to resume their work with even greater effort. The members responded to the eloquence as did the farmer who "stood open-mouthed, listening with large ears." When the committee approached him with the happy news that his new price had been met, he said he had come to the conclusion that "it 'ud be plumb robbery for me to let it go for less than seventeen thousand."

Arguments proved fruitless and the only course was to set aside any plans of ownership for some years to come.

The obdurate farmer notwithstanding, the Bohemians returned to Camp Meeker the next year and the years after that with such regularity that the North Pacific Coast Railroad, in a folder of the late 1880's extolling the beauties and activities of the wayside along the narrow gauge spoke of the Riley Mill which was:

"daily cutting nearly 40,000 feet of lumber. Not far east of this station the esthetic and artistic Bohemian Club set its seal of approbation by choosing a most delightful locality as their annual camping ground. One readily reaches this beautiful ground by an easy walk of some twenty minutes. Here are some of the grandest trees, ranging from twenty-five to nearly forty feet in girth, remarkable for their monumental straightness and symmetry, while lovely laurels dot the intervening spaces and load the air with their fragrance. Thence westerly nearly four miles along the south bank of the river, past the lovely Moscow Cottage and the site of the old Moscow Lumber Mill."

Though the Bohemians reached the Grove by walking from Monte Rio, there was talk of new railroads from time to time which would have brought Bohemians closer to their camp. Such rail service would have been a by-product of efforts to tap the redwood forests. In the spring of 1886, lumberman George E. Guerne, his partner, Rufus Murphy, and others incorporated

The Guerneville and Russian River Rail Road Company. Not only did the projected line extend from Guerneville to the mouth of the Russian River, it also included a two-mile branch "on the opposite side of the River" about three miles from Guerneville. This two-mile branch, in effect, would have extended southward from Camp Vacation into the Grove.

That fall, J. B. Armstrong proposed a three-mile railroad to run north from Guerneville along Fife Creek into what is now the Armstrong Redwoods State Park. Although incorporated as the Big Bottom Railroad Company, this project along with that of Guerne and Murphy never materialized.

Use of the Grove hinged on a lease which terminated after five years. In 1887 the loggers decided to move in with their saws so the next year the Bohemians moved out. Cazadero became the site of the next four encampments and though Austin Creek provided good swimming, it was a good five hours by narrow gauge from San Francisco, nearly one hour further than Monte Rio.

Guerneville was undergoing changes in the 1890's. While still a lumber center, it had lost whatever importance it had as a mining center in the 1870's when the Great Eastern and Mount Jackson quicksilver mines and retorts employed 500 people. The first Sonoma Lumber Company wound up its affairs when, after a year's search for a buyer, the stockholders approved sale of their land around the present Camp Meeker to M. C. Meeker in January 1884 which he developed as a resort beginning in 1898.

The Guerne and Murphy sawmill was sold to the (new) Sonoma Lumber Company managed by D. L. Westover during 1889 and in September 1891 the Sonoma Lumber Company was turning out 40,000 feet of lumber each day. As local sources were exhausted it was necessary to go farther for timber so in the latter part of the summer of 1891, the San Francisco and North Pacific Railway extended its line along the north bank of the Russian River which looped back in a curve so that it was two miles due south of Guerneville. Just east of this place, at first called Camp Vacation, then Rio Campo and more lately Northwood, the railroad spanned the river by a high-level, two-span bridge to the south bank at the present observation point above the

BOHEMIAN CLUB

July 5th, 1893

The Midsummer High Jinks

of the BOHEMIAN CLUB will be held on Saturday, August 5th.

The Club will leave by the 11.20 A. M. Boat,* Tiburon Ferry, and proceed by train via Guerneville Station to the Meeker Grove, arriving there about 2.30 P. M.

The Club will return on Sunday afternoon, Aug. 6th, leaving Grove at 2.30 P. M. and arriving at San Francisco about 6 P. M. Dinner will be served at Club upon arrival.

The subscription list will be found in the Club Rooms, but written notifications may be addressed to the Assistant Secretary.

The price of the tickets is five dollars, and they will not be delivered until paid for. It is understood that a name once placed on the list will be held responsible for the ticket. Tickets are however transferable to other members. They can be obtained only of the Assistant Secretary, and no one will be admitted to the Grove without a ticket.

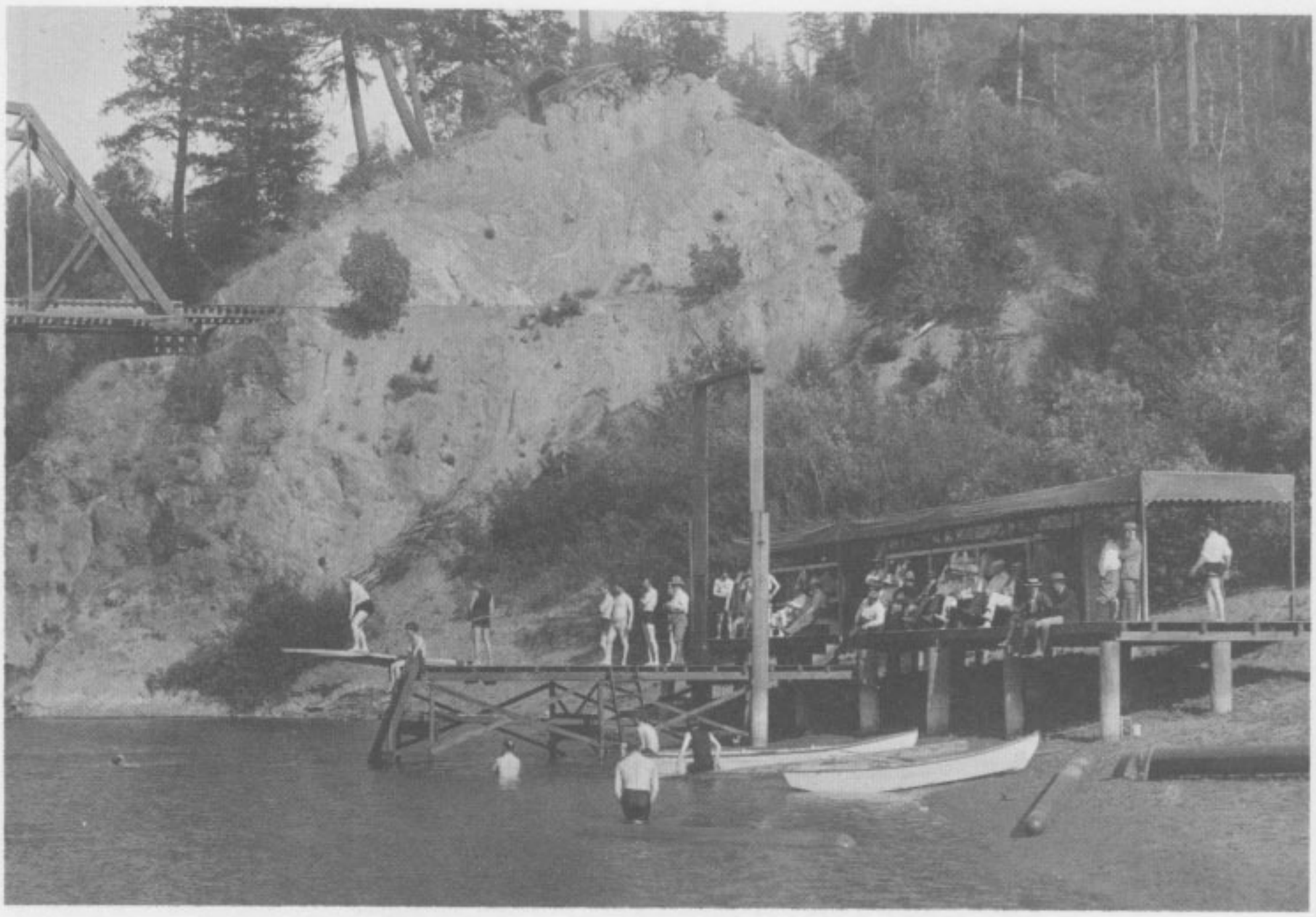
Subscribers who may wish to go to the grounds before August 5th, can procure their tickets on or after July 22nd, from the Assistant Secretary. Subsistence will be furnished them by the Club at two dollars per day, commencing on Saturday, July 22nd. In order that this may be properly attended to, subscribers with such intentions must inform the Assistant Secretary at least two days before going.

Members must provide their own blankets, which, if left at the Club, properly ticketed, on Friday, August 4th, will be delivered at the grove. All else will be furnished by the Club.

This being a close Jinks, no invitations will be issued.

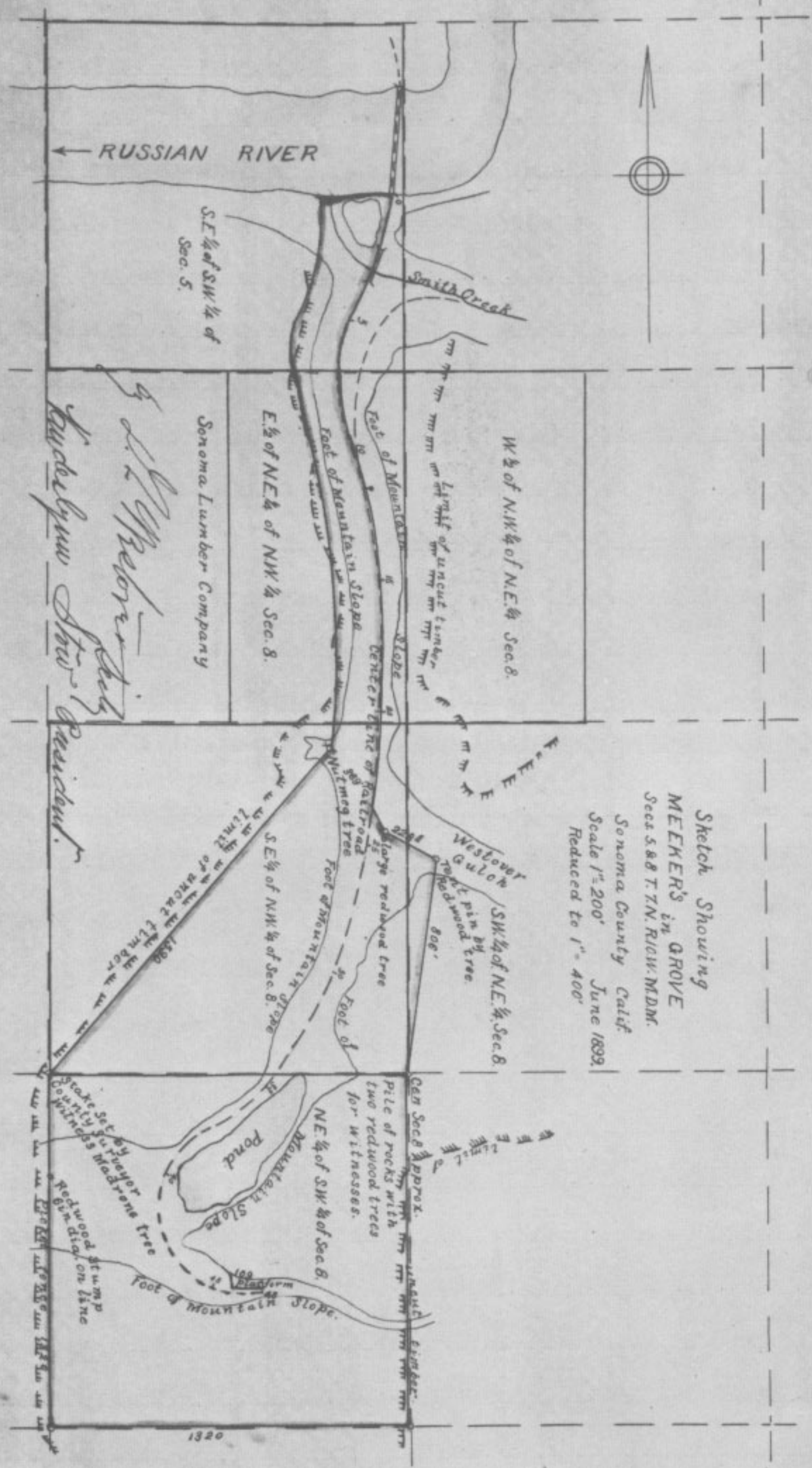
THE COMMITTEE

*NOTE—The 11.20 A. M. train is the "Midsummer Jinks Special" and will make the run in three hours. Members failing to catch this train will have their tickets honored on the 3.30 P. M. from San Francisco and will arrive at the Grove about 8.00 P. M., when a dinner will be served.



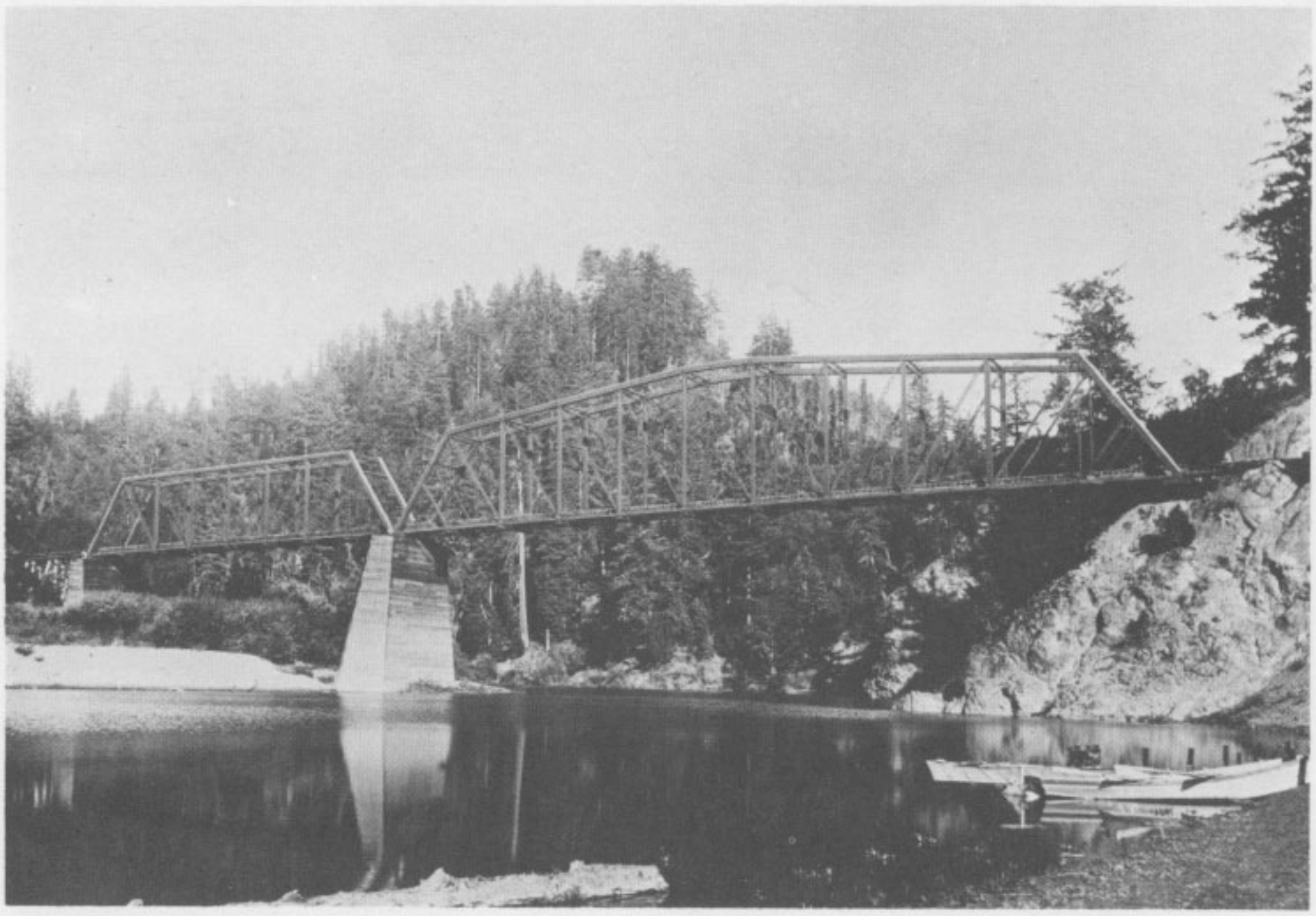
Belvedere and Observation Point occupy the former railroad grade, but swimming continues today as it did seventy years ago.

In 1905, River Road consisted of a railroad track and a foot path along the ties. Two years later the rails were gone. Map (opposite) from Book 1, page 547 of BONDS and AGREMENTS - County of Sonoma.



Recorded at the request of Bohemian Club Jan. 18 1902, at 10 min. past 12 o'clock, P

J. L. Wright
County Recorder.



Before the 1907 flood, the SF&NPRy. bridged the Russian River to enter the Grove along River Road.

The same scene today. (Dean C. Stone photograph.)

swimming hole. From there the tracks continued south through the present Belvedere colonnade and the cut in the shoulder of the hill (still visible) to cross Smith Creek on a trestle about 30 feet high just east of the present footbridge. Passing today's guard station at the northeast slope of Warren Dutton's hill, the railroad went through a cut near Meyerling Camp. Continuing around the west side of The Lake along the route now utilized by River Road, it terminated alongside a loading platform in Korbel Gulch, 4,800 feet from the south end of the big bridge. By present landmarks, the terminus can be identified as the camp kitchen. Officially opened November 1, 1892, the branch measured 3.88 miles from Guerneville. In the same year, a two-mile branch was built from Guernewood Park up Hulburt Creek to Finlay.

Though owned by the SF&NP Ry., the branch was operated by the Sonoma Lumber Company and until after 1900 it was not shown even in the operating timetables of the railroad or that of the California Northwestern Railway Company which leased the SF&NP from September 30, 1898 until the end of 1906. Essentially it was a branch for the lumber company; its own "Bully Boy" locomotive brought cars of logs to the mill at Guerneville.

The Bohemian Club held their 1892 encampment in Mill Valley but next year all hands returned to Camp Meeker or Meeker's Grove, the site of the present Bohemian Grove. Undoubtedly the railroad spur to the Grove, making possible special trains from Tiburon to their camp thus obviating the need for walking the last mile, was an influencing factor in the return to the Russian River.

In 1896 the Hulburt Creek lumber spur was pushed up Mission Gulch but closer to the Grove and more ominous was the 1.3-mile lumber spur up Smith Creek built the same year. On close inspection of the present topography, the initial course of the spur from River Road can be traced. Commencing at about the site of the Hill Billies camp, the logging spur ran northerly through the White Oaks, Band, Meyerling, River Lair and Whiskey Flat Camps to gain elevation before turning eastward to enter Smith

Creek Canyon. Traces of the grade along Smith Creek, usually north of the present auto road, can be observed.

All these years the woodsman's axe and saw were coming closer to Meeker's Grove. Each year the lease was renewed for the summer encampment but after 1897 the trees, which Daniel L. Westover had previously considered so small that "I did not bother with them," as he told E. D. McNear ten years later, were living on borrowed time. The exact place M. C. Meeker occupies in this part of the story is clouded; perhaps he held some special rights, because as he said, "Camp Bohemia was started by me holding a temperance and Methodist meeting for two weeks there, allowing no collections taken, bearing the expenses myself." In any event the end of this idyllic summer retreat was drawing near. The Sonoma Lumber Company served notice that it was ready to log this small valley, news that spurred the membership into action.

In the absence of the president, William Sproule (later president of Southern Pacific), the Vice President, Vanderlynn Stow, and active member of the firm of Thos. Day & Co., San Francisco importers and manufacturers of gas and electric fixtures, called a meeting of the membership for March 30, 1898. A committee had already come to an understanding as to the purchase price of the property and now approval of the membership was sought to conclude the transaction and to raise the necessary funds.

But the terms were not entirely satisfactory and it was necessary to propose a new agreement to the members the following spring. President Stow, in a general letter, discussed the entire subject with them in close detail, pointing to the railroad service of the SF&NP with the narrow-gauge line as an alternative. No assurance could be given the members that the price of tickets would remain unchanged; apparently some members had raised this question. Most of Stow's letter was directed toward a justification of the purchase price. However, the agreement between David L. Westover of the Sonoma Lumber Company and Vanderlynn Stow was ratified and at last the Bohemian Club acquired its summer camp grounds. The next year (1900) members responded by arriving early to claim choice sites for their individual

camps. Title to the property passed from the lumber company to the Club in 1901.

CHANGES IN TRANSPORTATION PATTERNS

Certainly the most dramatic and abrupt change in transportation arrangements occurred in March 1907 when the great flood swept away the big bridge leading into the Bohemian Grove. Up to that year, Bohemians took the ferry to Tiburon (switched to Sausalito in 1909), where they boarded the special train for a ride over the broad gauge to the Grove. Even before the devastating flood the appearance of Russian River was changing as more resorts were added to the increasingly popular vacation land.

And the Bohemians contemplated changes, too. Apparently not completely satisfied with the San Francisco and North Pacific Railway, they took initial steps to build their own railroad into the camp. West of the Grove the property was owned by John Starrett and Thomas King who, though natives of Canada, were long-time residents of the area. Engaged in hop growing and resort operations, they were credited with building "the reputation of the Russian River resort section."

The Bohemian Club purchased a 30-foot right of way from Starrett and King in June 1899 for their own "tramway, electric, steam or other railway." Commencing near the present hospital, the right of way extended in a westerly direction for about half a mile before turning northwesterly to the NPC logging spur at which point it followed this spur to the main line of the narrow gauge at Russian River Station. In the same deed there was a covenant granting the Club the right to run wagons over the Starrett and King property. No further action in this matter appears to have been taken.

Many improvements were going on at Russian River Station as 1901 drew to a close. The main hotel building, containing the office, parlor and dining room, was moved to face the road and patrons of the former saloon were to be culturally enlightened as their former meeting place was to be converted to a music hall. The name of the station became Montrio the next year; some

people began using the present name Monte Rio soon thereafter, although the post office did not recognize the change until 1924.

In Guerneville, Starrett & Walls were busy dispensing liquid nourishment at their Railroad Exchange on the corner of Second and Cinnabar Avenue. Up the river at Korbel, though it had been over fifteen years since the huge wine cellar had been built by the family, Korbel's Mill in Pocket Canyon was still manufacturing and selling "all kinds of lumber" as late as 1907.

Then in January 1902 the narrow-gauge railroad was sold to new interests headed by R. R. Colgate, the New York soap manufacturer, and John Martin, president of the Bay Counties Power Company, etc. It became the North Shore Railroad Company and electric interurban service to San Rafael began late in the summer of 1903. And on January 8, 1907, when the Northwestern Pacific Railroad was formed taking in the North Shore and the SF&NP, it marked the culmination of consolidations involving 34 companies, the earliest dating back to 1868. More construction was necessary to complete the main line to Eureka and it was not until October 23, 1914 that the last spike was driven at Cain Rock.

On March 15, 1907 a steady rain began falling which raised the Russian River to a dangerous level. After four days the N.W.P. was "completely demoralized." No trains were run north of Healdsburg, train service was disrupted on the narrow gauge when a trestle was dislodged and on the Guerneville branch by slides and high water.

The rain continued through March 20 dumping 5.6 inches during the storm. That afternoon the big bridge over the Russian River was swept away and with it went all rail access to the Bohemian Grove. All along the Russian River the story was the same—the river had risen over the previous high water mark. Between Monte Rio and Duncan Mills slipping ground caused all kinds of trouble. A train ran into a slide and while workmen were digging out the locomotive, a second slide roared down the hillside to cover freight cars in this train. To make matters worse, washouts and slides in the same area bottled up a work train and

EXCURSION SPECIAL EXCURSION TICKET WHOLE

ISSUED BY

SAN FRANCISCO AND NORTH PACIFIC RY. CO.

Good for One Continuous Passage from

GUERNEVILLE

TO

SAN FRANCISCO

IF PRESENTED ON OR BETWEEN

July 7th and July 25th, 1898.

ISSUED ACCOUNT

BOHEMIAN

..CLUB..

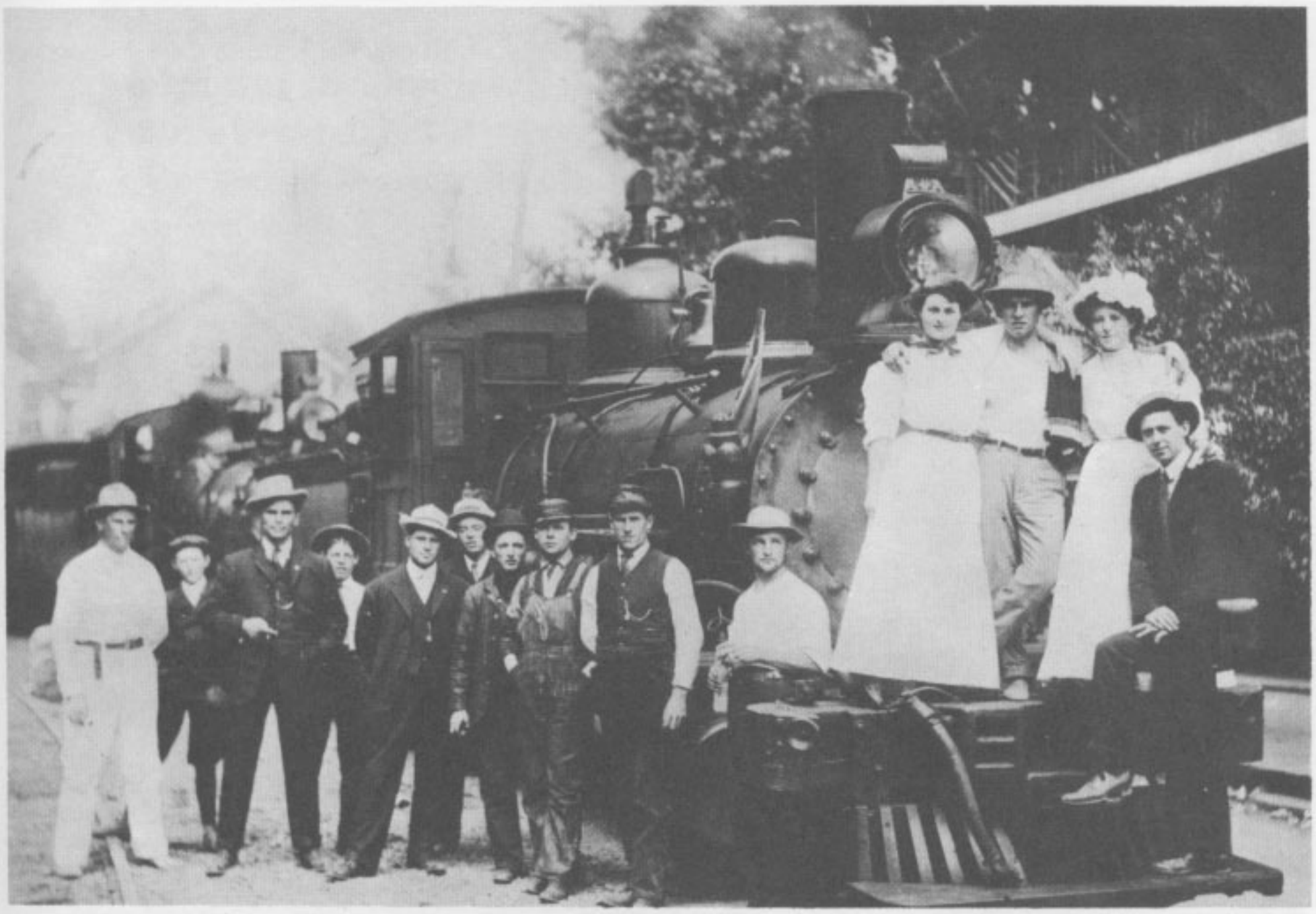
SUBJECT TO THE FOLLOWING CONDITIONS:

In consideration of this ticket and accompanying check being sold at a reduced price from the regular first-class rate, it is hereby understood and agreed upon by the purchasers, that they *will not be* good for passage on any other dates than those indicated hereon; that they are **Not Transferable,** and *No Stop-over Privileges* will be granted, and that *Baggage* will not be checked *to*, or *Delivered at* an Intermediate Station.

1

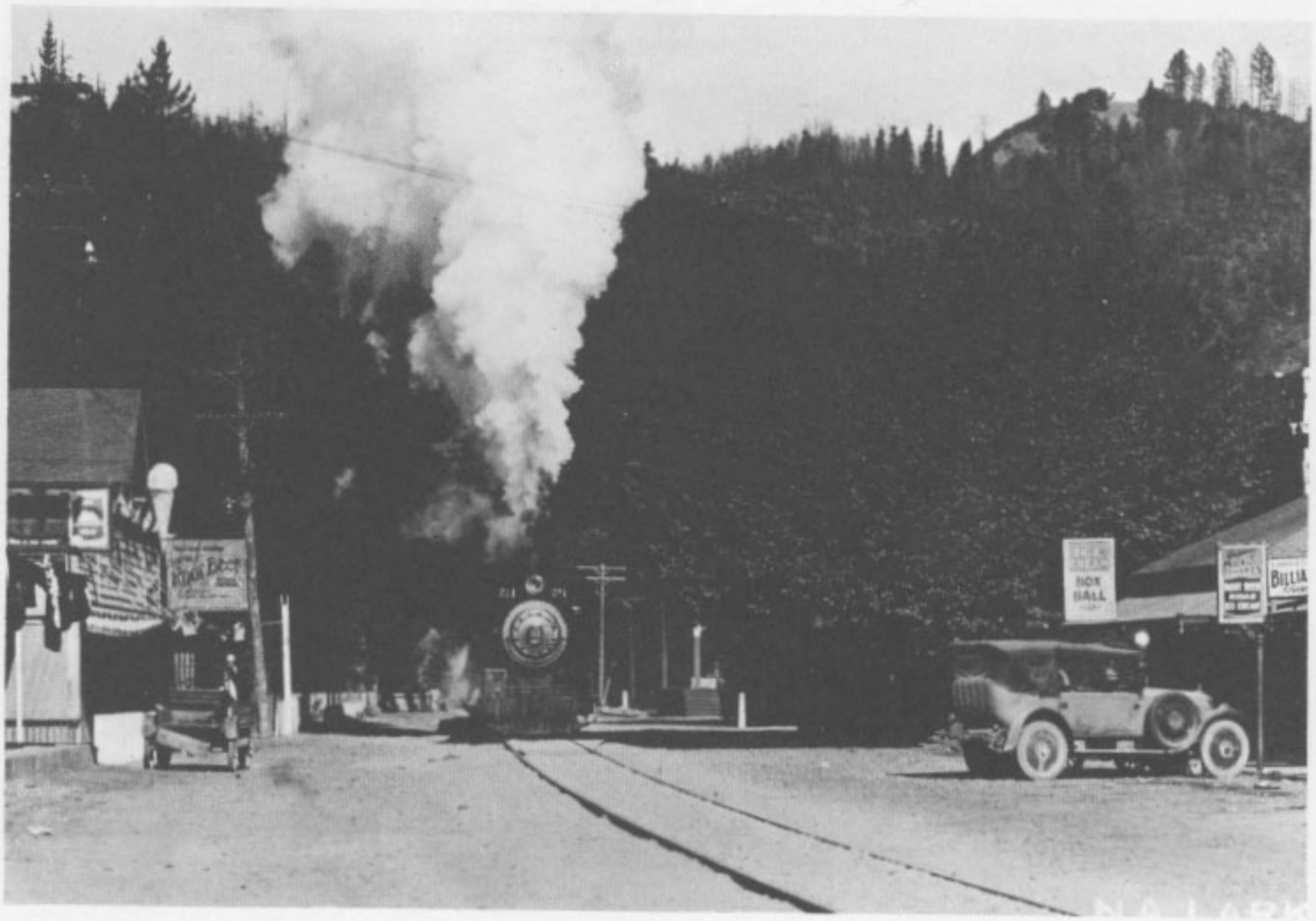
R. Ryan

GEN. PASS. AGENT.



After the big flood of 1907, some Bohemians came by narrow gauge. Famed railroad photographer Roy Graves (in overalls) and others in the train crew accepted the invitation for dinner and the Grove play. The ladies are unidentified. (Ted G. Wurm Collection.)

Diamond stack woodburners, Nos. 11 and 10, of the SF&NPRy., with the first train to Camp Vacation. (W. A. Silverthorn Collection.)



The morning train rumbling through Guerneville on its way to Sausalito.

two locomotives. With 200 men working for a week, the narrow gauge to Duncan Mills was cleared but no train service to Cazadero was contemplated for another two weeks.

West of Guerneville, the branch was in sad shape. Not only was the bridge out, there were so many slides on the way to Camp Vacation that a train of outfit cars brought in a gang of laborers to clear the track, a job of several weeks.

N.W.P. engineers came to examine the Guerneville branch but said nothing about the bridge. The Bohemian Club reported to its members that the washed out bridge had "not been replaced and is not likely to be" and that visitors to the Grove would be obliged to travel by way of Monte Rio.

But things began to happen. The summer train, "Camp Vacation Special," started May 5 and at the end of June workmen were busy building a temporary bridge over the Russian River to the sandy beach in front of the Bohemian Grove. The reasons given for this construction were to facilitate the removal of a bed of gravel and to change the river channel at that point. As the bridge was at a low level, there was quite a grade for the locomotive to climb but it was not considered insurmountable.

Opened in the middle of July 1907, the railroad bridge also provided a crossing for the Bohemians but they had quite a long hike to their camp. When the Midsummer Grove (Forest) play, "The Triumph of Bohemia" with libretto by George Sterling and music by Edward F. Schneider, postponed from the summer of 1906 as conditions prevailing after the San Francisco fire did not allow sufficient time for rehearsals, was offered on July 27, 1907, it attracted the largest number of people to the Grove in its history.

RIVER NAVIGATION

In 1907, a short branch (.28 miles) was built from Camp Vacation down to a point on the river appropriately called River Landing. Here passengers boarded the boats for the short trip to Monte Rio.

The history of Russian River navigation goes back many years. A man named King conceived the idea of navigating the river from Healdsburg all the way to its mouth. A stock company was

formed in which prominent citizens participated and a sternwheeler, some thirty feet long, was built at Guerneville. After the first fall rains of 1868, the *Enterprise* ran down the river with a happy throng dancing to the music of a local band. The first commercial trip was disastrous for the low water caused the boat to return to Mark West Creek. Here the creditors were waiting and, swarming all over, removed all machinery, leaving Captain King with "naught but timbers." There the hull remained, quietly rotting away to disappear sometime after 1901.

In April 1905 G. F. Niroad and F. F. Farnell built a small gasoline-powered boat, *Monte Rio*, which operated between River Landing and Monte Rio. After a year the partners separated and the division of their property was settled only after litigation. Other boats, plying the same course in subsequent summers included the gasoline launch *Marin*, active in 1908, the same year Captain Charlie Meadows was building his full-fledged river liner. With a length of 44 feet and a twenty-foot beam, the *Summer Girl* was designed to handle 100 first-class passengers as well as hobos and "impecunious newspaper men" in steerage.

NEW RAILROAD CONSTRUCTION

Meanwhile the railroad crews turned to demolition. In October 1907, railroad forces pulled up the lumber spurs in Hulbert Creek and Mission Valley as well as the tracks into the Bohemian Grove and up Smith Creek. A few weeks later the pile drive appeared one Monday afternoon and removed the temporary trestle across the Russian River at Bohemia.

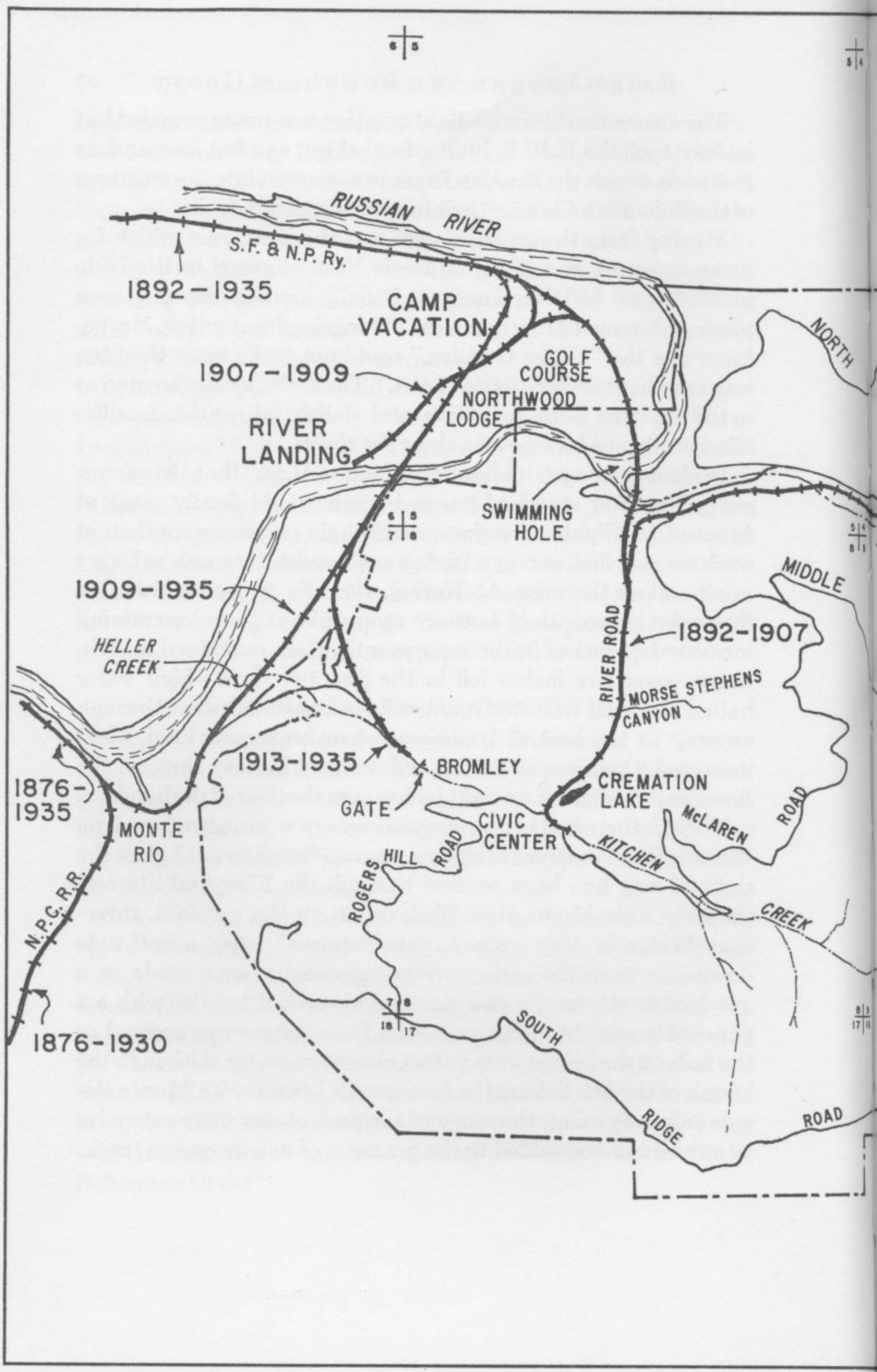
Construction activity lent credibility to the rumors prevailing in the spring of 1908 that the Guerneville standard gauge branch was going to be extended all the way to Cazadero. Around Guerneville the Northwestern Pacific Railroad pile driver was strengthening trestles with additional piles so that it could handle the "heaviest kind of rolling stock." Puzzled, the editor of the *Russian River Advertiser* of Guerneville asked, "What's up? Is this going to be a transcontinental line, or is the track only being made more secure for the greater safety of the fat members of the Bohemian Club?"

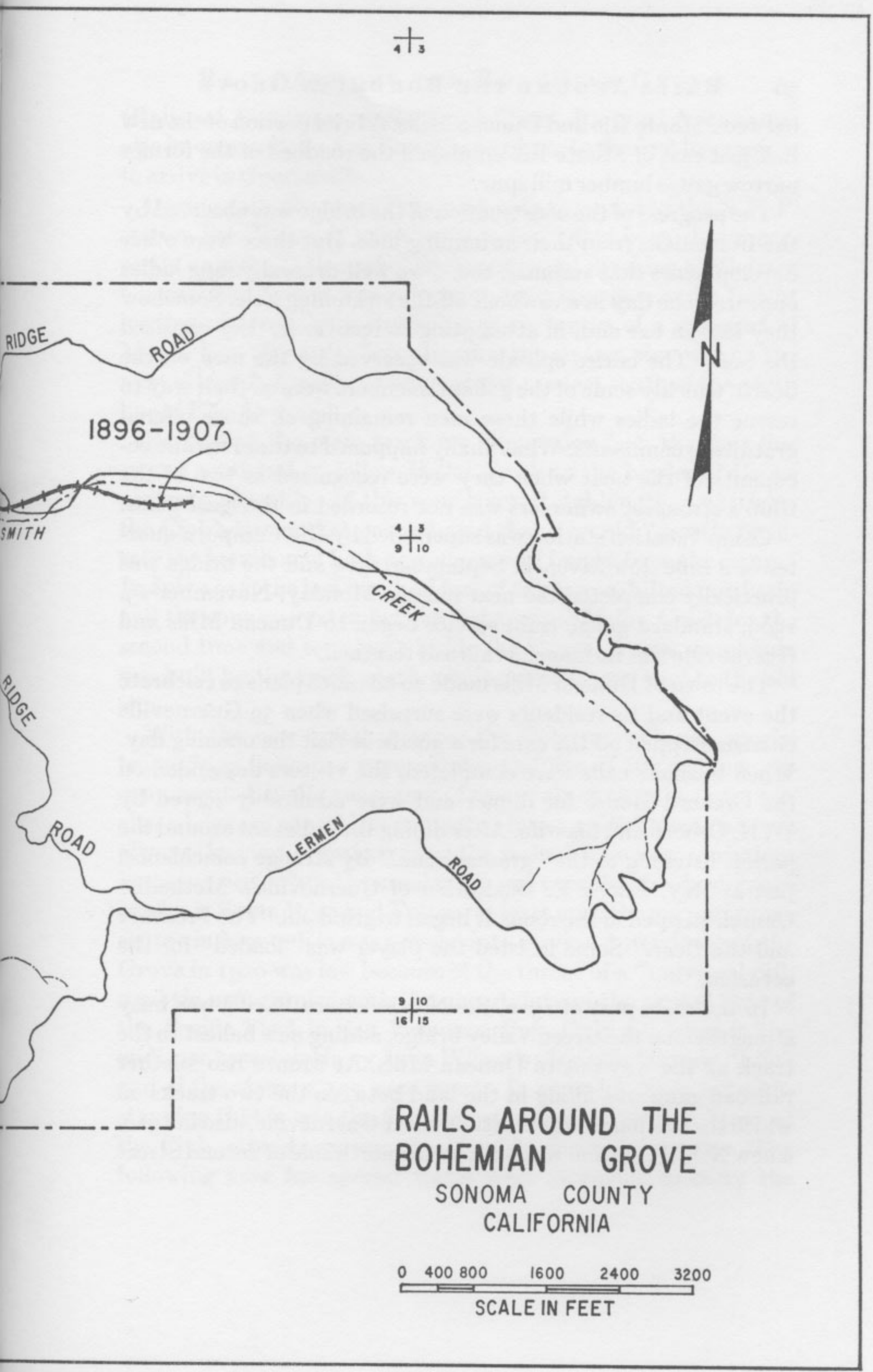
The answer to this immediate question was never revealed but in July 1908 the N.W.P. built a footbridge, 250 feet long and six feet wide, across the Russian River to accommodate the members of the Bohemian Club for their forthcoming High Jinks.

Missing from the scene in 1908 was the local train which for many summers had run from Eagle Nest (changed to Rio Nido in May 1910) to River Landing. Usually hauling only one open picnic car named Montesano the old logging locomotive, No. 99, known as the "Coffee Grinder," could not make more than ten miles per hour under "forced draft." The train, locally treated as a trolley, was both primitive and delightful; entire families climbed aboard for sojourns along the river.

In December 1908 it became an "assured fact" that the narrow gauge line and standard gauge branch would finally meet at Monte Rio. Eighteen engineers and chain carriers were then at work making final surveys. Work was slowed next month as heavy rains soaked the area. At Korbel, the rain gauge recorded 32 inches for the month of January 1909 while at Cazadero rainfall measured 62 inches in the same month. Rain continued in February—over five inches fell in the first two days—high water halted the local train to Guerneville but the mail went through anyway in the best of traditions when brakeman Fred Klein mastered a handcar at Fulton and pumped his way through the flood waters, sometimes eight inches over the floor of the handcar.

Though there had been some preliminary work, actual work on the new Russian River bridge was not undertaken until after the right of way had been secured through the King and Starrett property near Monte Rio. Work began on the 390-foot, three-span bridge in May 1909. Located approximately a half mile downriver from the earlier bridge, approaches were made on a 420-foot trestle on the east side and a 194-foot trestle (with a 1 per cent grade) from the west side. Permanence was assured as the rails on the bridge were 50 feet above low water. Although the length of the line linking the Guerneville branch with Monte Rio was only 1.63 miles, the scope of the project was more extensive as a third rail was added to the 3.2 miles of narrow-gauge tracks


RUSSIAN RIVER
S.F. & N.P. Ry.
1892-1935
CAMP VACATION
1907-1909
GOLF COURSE
NORTHWOOD LODGE
RIVER LANDING
SWIMMING HOLE
NORTH
MIDDLE
1909-1935
HELLER CREEK
RIVER ROAD
1892-1907
MORSE STEPHENS CANYON
1913-1935
BROMLEY
CREMATION LAKE
1876-1935
GATE
CIVIC CENTER
McLAREN ROAD
MONTE RIO
KITCHEN
ROGERS HILL ROAD
CREEK
N.P.C.R.R.
SOUTH
1876-1930
RIDGE
ROAD


4 3
RIDGE
ROAD
1896-1907
SMITH
4 3
9 10
CREEK
N
RIDGE
ROAD
LERMEN
ROAD
9 10
16 15
RAILS AROUND THE
BOHEMIAN GROVE
SONOMA COUNTY
CALIFORNIA
0 400 800 1600 2400 3200
SCALE IN FEET

between Monte Rio and Duncan Mills. A brief portion of the new link just east of Monte Rio employed the roadbed of the former narrow gauge lumber mill spur.

The progress of the construction of the bridge was observed by the Bohemians from their swimming hole. But there were other developments that summer, too. Two well-dressed young ladies appeared one day in a rowboat off the swimming hole. Somehow they lost an oar and, in attempting to recover it, they capsized the boat. The entire episode was observed by the men on the beach. Quickly some of the gallant members were on their way to rescue the ladies while those men remaining on shore offered gratuitous comments. What finally happened to the erstwhile occupants of the boat when they were recognized as two of the Club's strongest swimmers was not recorded in the local press.

Camp Vacation station was superseded by Rio Campo, a quarter of a mile downriver, in September 1909 and the bridge was practically completed the next month. Monday, November 15, 1909, standard-gauge train service began to Duncan Mills and Guerneville was no longer a railroad terminal.

The town of Duncan Mills made no advance plans to celebrate the event and its residents were surprised when 39 Guerneville citizens stepped off the cars for a goodwill visit the opening day. When business calls were completed, the visitors descended on the Orchard House for dinner and were admirably served by W. H. Osborn and his wife. After dining the ladies sat around the parlor, listening to the "gramaphone." By strange coincidence, just as Rev. Enoch E. Chakurian of Guerneville's Methodist Church stepped in the room, it began to grind out "The Preacher and the Bear." Some insisted the player was "loaded" for the occasion.

In the early part of 1910, the Northwestern Pacific was busy strengthening the Green Valley bridge, adding new ballast to the track all the way out to Duncan Mills. At Monte Rio another railroad gang was filling in the land between the two tracks on which the station was to be situated. At Guerneville, also in 1910, a new N.W.P. station was built on the north side of Second Street

(Railroad Avenue) west of Church Street. Railroad Avenue was also known as Polly Ann Street as a tribute to the first locomotive to arrive in Guerneville.

During 1912, the name Bohemia again appeared on the N.W.P. station list. Before it vanished in 1907, it had been shown correctly on maps at the end of the logging spur reaching south from Guerneville. Now it was a flag stop for passengers and a freight loading platform by a stationboard six-tenths of a mile east of Monte Rio. (By today's landmarks, the station sign was on the west side of Bohemian Avenue, about 150 feet south of the south line of Elm Avenue.)

Paralleling the main track for almost 600 feet, the spur line swung southeast to follow Heller Creek to the border of Grove property. Speaking of this spur track (total length, 3,221 feet) the Club's report that year advised that it would "greatly facilitate the handling of both passengers and freight from the camp." In July 1917, the last hundred feet of track was shifted northerly and the spur was extended 328 feet to cross Heller Creek for the second time and terminate inside the Grove. A new warehouse was built by the track which eliminated a wagon haul to the old site.

With the new track entering the Bohemian Grove, special trains from Sausalito were regular features of the summer encampment. Usually consisting of five or six chair cars, there was also a baggage car which, converted into a refreshment car, was always the most crowded car on the train. There were variations in the service. While the usual route was over the standard-gauge track via Santa Rosa and Fulton, at least once the narrow-gauge route via Monte Rio was pressed into service. Attendance at the Grove in 1920 was low because of the threat of a "universal railroad tie-up" coupled with the uncertainty of the arrival time of the Pacific Fleet in San Francisco Bay. Only 325 were in the audience to watch Harry Leon Wilson's play titled simply "Life" and of the viewers, 125 were guests. In 1921, however, notwithstanding that it was the first dry encampment in the history of the Club, attendance was considerably above the average. The following year *two* special trains were necessary to carry the

FROM SAN FRANCISCO. FULTON AND CAZADERO TOWARD SAN FRANCISCO.

FIRST CLASS															FIRST CLASS
	224 Duncan Mills Passenger	60 Cazadero Passenger	222 Duncan Mills Passenger	220 Duncan Mills Passenger	Distance from San Francisco Via Narrow Gauge	Distance from San Francisco Via Sausalito	Time Table No. 44 May 28, 1925	Distance from Duncan Mills Via Sausalito.	221 Duncan Mills Passenger	61 Cazadero Passenger	223 Duncan Mills Passenger	225 Duncan Mills Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		
	1.45PM	8.15AM	8.45AM	7.15AM		0.0	DN SAN FRANCISCO	81.5	10.35AM	7.05PM	6.05PM	9.05PM		
	2.20PM		9.20AM	7.50AM		6.5	DNR SAUSALITO	75.0	9.56AM		5.20PM	8.20PM		
	4.02PM		11.02AM	9.32AM		58.5	DR FULTON	23.0	s 8.11AM		s 3.40PM	s 6.45PM		
							2.1							
	f 4.07		f 11.06	s 9.36		60.6	MEACHAM	20.9	f 8.04		f 3.32	f 6.37		
							0.8							
	f 4.09		f 11.08	f 9.38		61.4	WOOLSEY	20.1	f 8.01		f 3.29	f 6.34		
							2.5							
	f 4.15		f 11.14	f 9.44		63.9	TRENTON	17.6	f 7.54		f 3.22	f 6.27		
							1.9							
	f 4.20		f 11.19	f 9.49		65.8	FORESTVILLE (Spur)	15.7	f 7.49		f 3.17	f 6.22		
							1.7							
	f 4.25		f 11.24	f 9.54		67.5	GREEN VALLEY	14.0	f 7.44		f 3.12	f 6.17		
							1.9							
	f 4.31		f 11.29	f 9.59		69.4	HILTON	12.1	f 7.40		f 3.06	f 6.11		
							1.0							
						70.4	POCKET	11.1						
							0.5							
	f		f	f		70.9	KORBEL	10.6	f		f	f		
							1.3							
	s 4.38		s 11.36	s 10.06		72.2	RIONIDO	9.3	s 7.32		s 2.57	s 6.02		
							1.7							
	s 4.46		s 11.44AM	s 10.15		73.9	D GUERNEVILLE	7.6	s 7.27		s 2.52	s 5.55		
							0.8							
	f		f	f		74.7	GUERNEWOOD PARK	6.8	f		f	f		
							0.9 — No Siding							
	f		f	f		75.6	MONTESANO (Spur)	5.9	f		f	f		
							0.3							
	f		f	f		75.9	RUSSIAN RIVER HEIGHTS	5.6	f		f	f		
							1.0 — (Spur)							
	f 5.04		f 12.02PM	f 10.33		76.9	RIO CAMPO	4.6	f 7.13		f 2.33	f 5.36		
							1.3							
	s 5.13	12.34PM	s 12.09	s 10.40	73.8	78.2	DR MONTE RIO (Third Rail)	3.3	s 7.10	s 2.20PM	s 2.30	s 5.33		
							0.8							
	f	f	f	f	74.6	79.0	VILLA GRANDE (Spur) (Third Rail)	2.5	f	f	f	f		
							2.5							
	5.23PM	s 12.44 12.50	12.19PM	10.50AM	77.1	81.5	DR DUNCAN MILLS (Third Rail)	0.0	7.00AM	s 2.10	2.20PM	5.23PM		
							3.7							
		f 1.02			80.8		KIDD CREEK			f 1.55				
							3.5							
		1.15PM			84.3		DR CAZADERO			1.43PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY					Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY		

Excerpt from the NWP operating timetable. (Guy L. Dunscomb Collection.)

Bohemians back to San Francisco on Sunday, July 30. The first section left the Grove at 2:10 p.m. and was scheduled to arrive in Sausalito at 4:45 p.m. with the second section due five minutes later. A special boat was ready to depart at 5:00 p.m. and 35 minutes later, Bohemians were stepping off the boat in San Francisco.

Gradually, the omnipotent automobile began to adversely affect railroad traffic, branch lines were the first to feel the impact. As timber was cut over, the logging trackage from Duncan Mills to Markham and Laton was abandoned in 1925. In 1923, a third rail had been laid to Austin Creek to serve a gravel pit on the Cazadero Branch and three years later the branch was converted to standard gauge in two steps. First the third (outside) rail was spiked in place and then the inside track was removed. Once that was accomplished the lumber mill at Cazadero was served by larger cars and lumber could be shipped to distant markets without transfer.

With that accomplished there was no need for narrow-gauge operations to Monte Rio. The former North Shore's narrow-gauge operations diminished with the years. The tracks from Manor (near Fairfax) to Point Reyes Station were widened in 1920 and after 1926, the only narrow-gauge trackage remaining were the 37 miles stretching from Point Reyes Station, along Tomales Bay, through Tomales, Occidental and Camp Meeker to Monte Rio. From September 10, 1926 to March 30, 1930 when the last portion of the narrow-gauge line was physically abandoned, the trackage was maintained for the entire distance though no scheduled trains operated north of Camp Meeker.

For many years before 1926 the "Triangle Trip" was a popular summer excursion. In 1925, one caught the 8:15 a.m. ferry for Sausalito where the "Cazadero Passenger" was ready to go to Lagunitas but the twisting roadbed along Papermill Creek held maximum train speeds to 20 miles per hour. At Point Reyes Station, passengers switched to the narrow-gauge wooden cars and continued northward toward Cazadero behind one of the six remaining narrow-gauge locomotives (numbered 90 to 95). Arriving at Monte Rio at 12:32 p.m. one remained here until 2:30 p.m. and then took the broad gauge home via Guerneville and Santa

Rosa to arrive in San Francisco at 6:05 p.m. Or, if they preferred, passengers could come north on the "Duncan Mills" passenger train and return from Monte Rio over the narrow-gauge route.

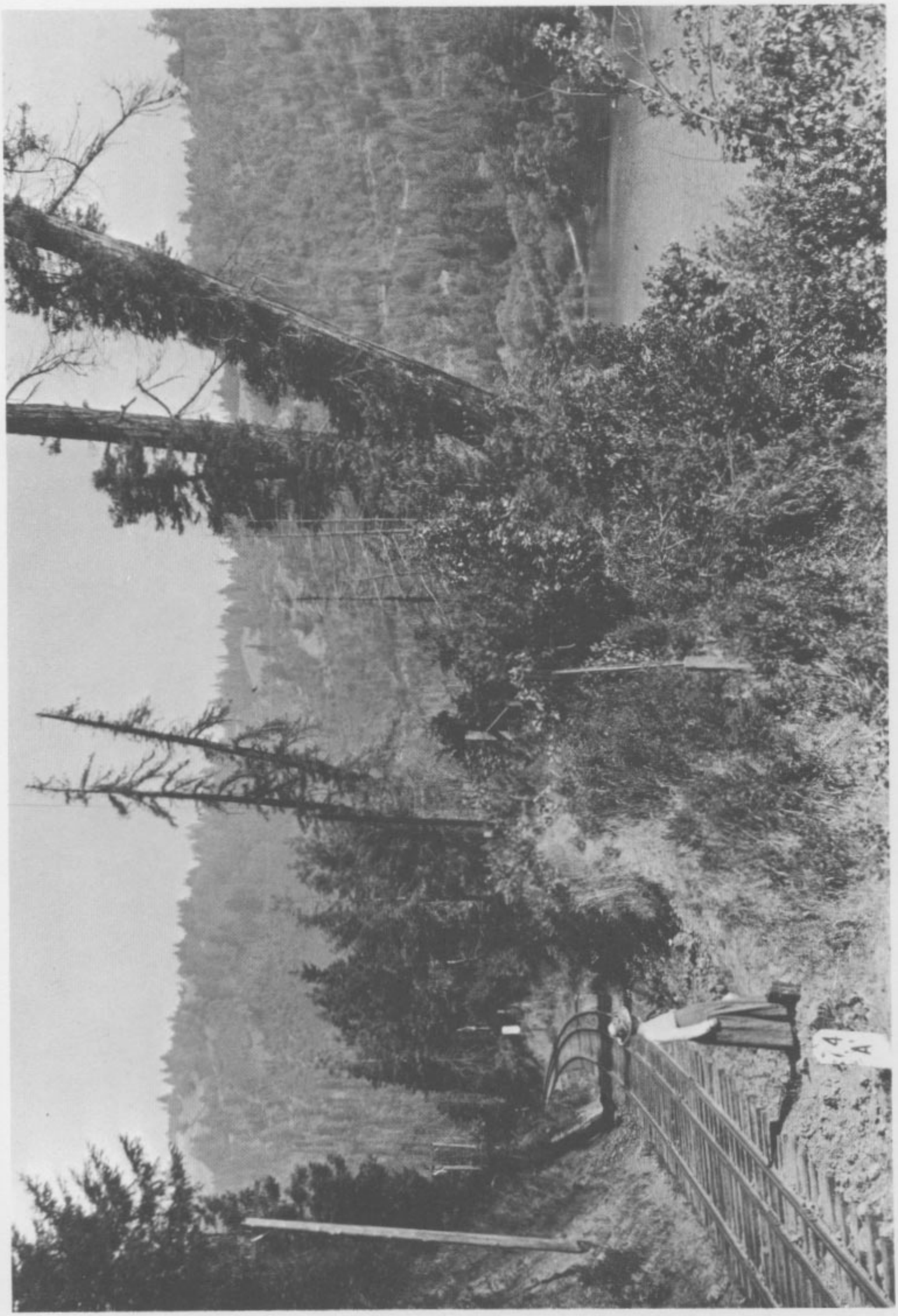
Service along the Russian River consisted of two daily trains each way and in the summer time a Sunday train left San Francisco early in the morning and returned in the evening with a schedule permitting nearly seven hours at Monte Rio or even more at Guerneville.

The "Thirties" brought difficult times to everyone including the Northwestern Pacific Railroad. Smaller crowds went to the Russian River resorts and the family automobile became an increasingly utilized form of transportation. Bohemian Club members followed a similar pattern; a larger parking area at the Grove eventually became necessary.

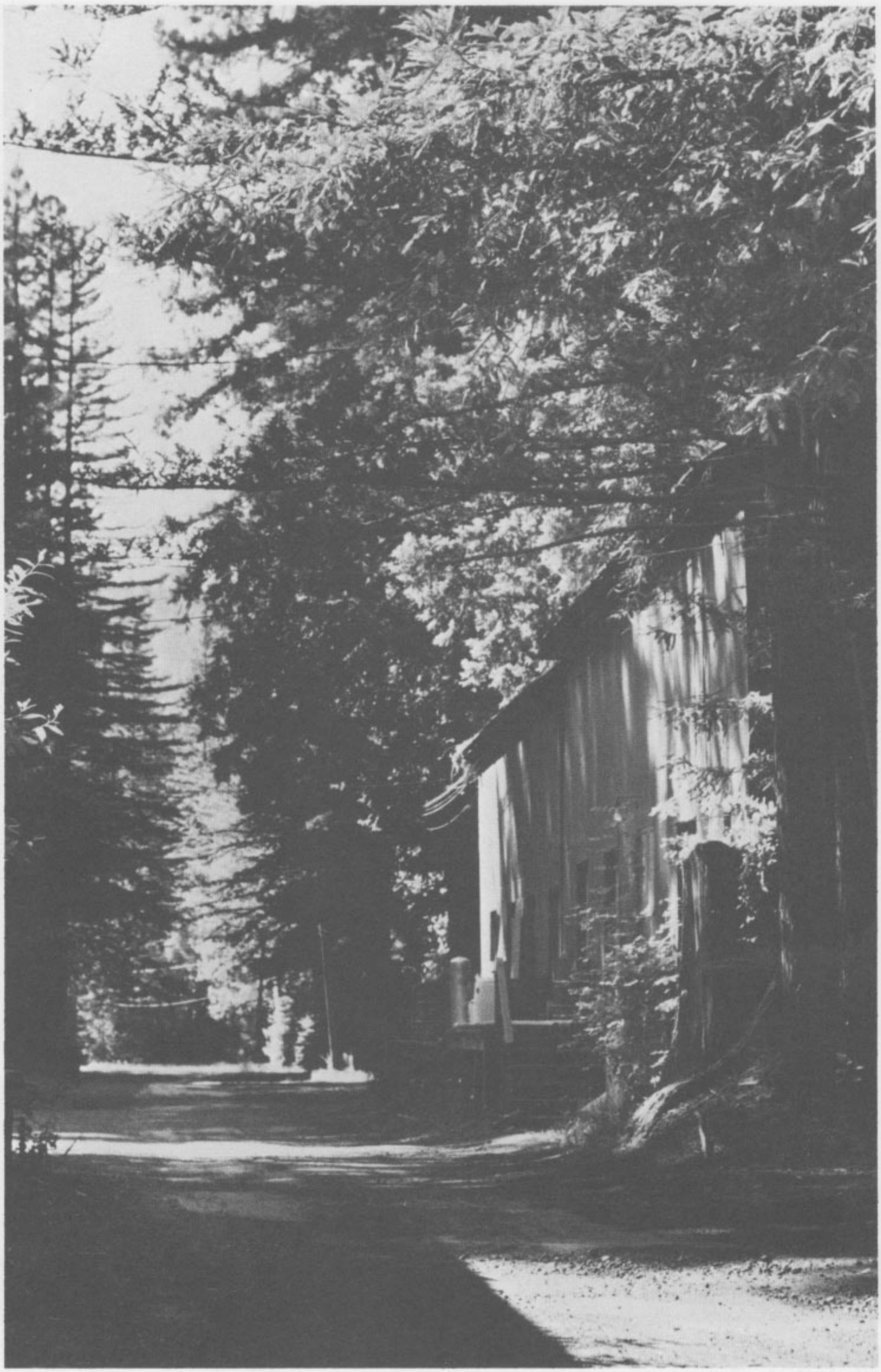
In the fall of 1931, a pair of passenger trains were eliminated on the Duncan Mills branch and two years later the seven-mile segment to Cazadero was abandoned. Sunday and holiday trains, continued to the Russian River resorts during the summer months, were fighting a losing battle against the automobile. On the other days of the week and during the off-season there was mighty little freight tonnage and few passengers to sustain the branch.

When the necessity of large expenditures for heavy bridge repairs loomed in 1935, the adverse economics of the branch were brought into sharp focus and in July 1935 an application to abandon the entire 23-mile branch from Fulton to Duncan Mills was filed with the Interstate Commerce Commission in Washington.

The communities along the Russian River were unmoved by the proposed abandonment—even the Bohemian Club made no mention of the event in its report to members. The last train into the Bohemian Grove was operated on August 4, 1935. At the throttle was William A. Silverthorn while W. A. Bishop tended the fire from the left side of the engine cab. Fred Houck collected tickets in the cars of the special train which operated as "Extra 23." The train left Sausalito at 9:15 in the morning and arrived at Duncan Mills where it was turned on the wye track and then returned to Bohemia station. Backing down the spur track, it



The installation of a third rail between Monte Rio and Duncan Mills in 1909 made it possible to operate both standard and narrow-gauge trains.



The last railroad spur to the Grove served the warehouse on the right.

Bernie P. Miller led the Fife and Drum Corps in 1914 when it welcomed the train.

Realizing that this was to be the last train to the Bohemian Grove, NWP engineer William A. Silverthorn doubled as photographer, on August 4, 1935, to record this bit of history.

The Bohemia station board, rescued from oblivion, is displayed each summer at the Tunerville Camp. (Dean C. Stone photograph.)

arrived at the Grove at 1:00 p.m. With returning Bohemians on board, it departed an hour later and arrived at Sausalito at 4:20 p.m. With his interest in history, engineer Bill Silverthorn snapped a photograph of the last train in the Grove.

The final day of operation of this branch to Duncan Mills was November 14, 1935; on the train were a few patrons seeking the distinction of riding the last train. By July 1936, the track on the branch had been taken up, though bridge timbers remained for some time thereafter. The station board "Bohemia" was rescued by watchful Bohemians and is now a treasured memento in the Tunerville Camp. The railroad grade can be traced at various points along the Russian River (much of it forms the base of the present highway); west of the Main Gate of the Grove the commissary and warehouse stand as silent reminders of the time when the Bohemians had railroad trains at their front door.

Santa Rosa Bank
August Wehrspon 80a.
Wm Carr 40a.
J. R. Watson 73a.
Amelia Thompson 36a.
Henry
179.33a
H.J. Ross 80a.
J. Korbel 40a
Richard S. Drake 114.51a
233.75a
J. Burk 50a.
J. Blair 40a.
J. J. Keaton 40a.
D. B. Pugh 52a
H.M. Ungewitter 119a
W. Howard 80a
KORBELL STA.
30
29
28
J. P. Houda 30a.
V. Urban 50a.
Ferris
GUERNEVILLE
Geo. Guerne
440a
Santa Rosa Bank
W. J. Fauver 45a
Henry Beaver
Jakob Gisel 40a.
Martemma Propsch 80a.
Propsch 20a.
32
33
Saml. Varner 80a.
August Wehrspon
Jos. Berri 110a.
E. Smith 120a
John Tomblinson 80a.
C.F. Carr & L. Bagley 80a.
440a
Tomblinson 12[illegible].89a.
F. Smith 148a.
Saml. Tomblinson 163.49a.
Sonoma Lumber Co.
E. N. Moore 132a.
Mills 161.28a
H.L. Bagley
C.F. Carr
W.B. Turner 40a.
A.F. Monticello
Cath. Eden
SMITH
Sonoma Lumber
King Starrett 120a.
W. Dickson 80a.
Abrahmskey 80a.
T.V. Schultz 40a.
M. Peterson 40a.
RUSSIAN RIVER STA.
CAMP MEEKER
Geo. W. Merk 160a.

Est. of Hannah Coon 160a.
Wm. Dryden 164.52 a.
Geo. Anderson 160a.
Gustave Rbac 80a.
Merchants
Anthony
McPeak 402.60a.
J. B. Gargile 145.25a.
Free Bridge
Ridenhour 72.16a.
Ridenhour 46.28a.
Ridenhour Dist. Sch.
Urban Covey 170a.
C. E. Ogburn 80a.
A. Wehrspon 67.20a.
Lantern 140a.
Ed.
Jno. W. Pickett 360a.
J. Murdock 80a.
Godfrey 160a.
Merritt Dist. Sch.
Ida Call 162a.
Green Valley
John Butler 318a.
Wiley Coughran 80a.
V. H. Osborne
Wm. Hill 80a.
Wiley Coughran 160.89a.
M. C. Merkeson 161.49a.
Thos. J. Butler 161.49a.
Amy Greer 130a.
Julia Robinson
Mathias
Graddjean 80a.
H. Osborne 160a.
Mountain View Dis. Sch.
Elisha Shortridge 280a.
Wm. L. Call 199a.
Jeannette 195a.
C. & M. Poehlman 160a.
Eda Hall 40a.
Miller
Wm. Hill 160a.
Geo. McNear 160a.
Wm. Hill 160a.
Richard Taylor 160a.
Geo. H. B. Vermillion 160a.
John H. Wharton 160a.
B. F. Tilton 320a.
T. J. True et al