

# DELTA VOICE

The voice of those who  
live, work and play  
in the Delta.

Fall 2015

printed on recycled paper 

## Contents

History - The town of Hood is  
page 1 being reborn - again.

Agency - The Delta Protection  
page 3 Commission staff has  
been expanding...  
now meet them all.

Ag News - It's fall and that means  
page 4 Delta apples are ripe!

Culture - The Delta Narratives  
page 6 project shows the  
major importance  
of the Delta's history.

Events - Bass Derby, Crane  
page 8 Festival, Boat Shows,  
Pumpkins and more.

Delta Apples, photo courtesy of the  
California Apple Commission.



## A Grain Town, then a Train Town - Hood Prepares for Renaissance...Again!

The town of Hood has experienced two incarnations, the first as a shipping town named Richland and the second as a railroad town. With the recent renovation of two downtown Hood landmarks, it appears to be time for Hood to be reborn as a new hot spot for food, drink, wine tasting and music.

### The Birth of a Railroad Town

If not for railroad tycoon Edward Harriman, there never would have been a Hood, just a forgotten river landing town named Richland. Hood was built in the early 20th Century on the remnants of Richland, a town that began in 1860 as a shipping site for grain and at its peak boasted a warehouse, hotel, grocery store, church, school, and post office. Within 20 years, however, Delta crops shifted from grain to fruit, and Richland experienced a slow and steady decline. The post office closed in 1888.



Upper: The Hood Supply Company  
in 1927. The Netherlands Hotel  
roof can be seen on the left.  
Lower: The Hood Supply Co. today.

Continued from page 1

Enter Edward Harriman, who owned the Southern Pacific and several other railroads. Harriman envisioned a picturesque “Netherlands Route” that would eventually connect Sacramento to San Francisco by rail and steamboat (see the Fall 2013 Delta Voice for more on the Netherlands Route). In 1909, Southern Pacific enlisted Madison Barnes and William Chapman to create the Hood Investment Company, which developed a new town at the site of the former Richland post office. The town was named after William Hood, Southern Pacific’s Chief Construction Engineer.

Within a few years, Southern Pacific built a depot and a spur down to a wharf along the railroad levee. Commercial buildings and businesses, including a large packing shed, seed farms, and two creameries, opened in or near Hood for easy access to the railroad. The town soon had a grocery, hardware store, café, church, and post office. The crown jewel was the Hotel Netherlands, which was part of the Southern Pacific’s effort to sell Hood as a vacation destination in Harriman’s vision of the “Netherlands of America.”

The “Netherlands Route” idea ended soon after Harriman died, and rail traffic through Hood eventually waned, leaving the Stillwater Orchards cold storage facility as the last remaining customer. Southern Pacific abandoned the rail line in 1978.

**A Place for Food, Drink and Fun!**

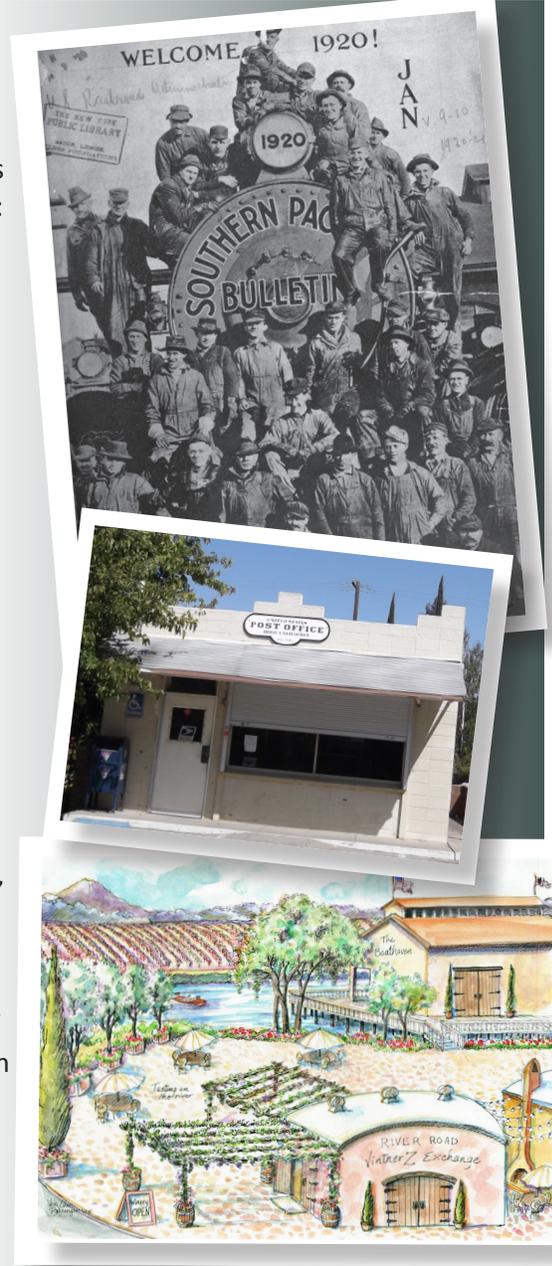
Today, Hood has nearly 300 residents, many whose families have lived here for generations. The post office remains, and there is a grocery store and a community park. At the

main intersection of Hood-Franklin Road and River Road, two properties are getting dramatic transformations:

- Hood Supply Company: A new restaurant and bar will occupy the location of the former Delta Blues Bar and Grill. The Hood Supply Co. will feature American cuisine, cocktails, and live music. The name comes from the building’s original tenant, a combination gas station, soda fountain, and general store.
- River Road Exchange: The River Road Exchange was originally home to a bustling fruit shipping and processing facility. Currently, the 100,000 square foot space is being renovated for retail use, including wineries, distilleries, and breweries, with the first venue scheduled to open this fall. The owners envision a second phase that will restore the original waterfront, boathouse/ steamer shed and pear lockers (with river views!) with construction slated to begin in 2016.

There remain major challenges for Hood, particularly given its location near the proposed Delta Tunnels intakes, with construction impacts projected to last more than a decade. Still, in the face of such a looming uncertainty, we applaud the Delta spirit of innovation and adaptation in the development of these properties and look forward to Hood’s next renewal as a great place for food, drink, live music, and fun.

Thanks to Jennifer Helzer, Kathleen Graham Hutchinson of the Sacramento River Delta Historical Society and Philip Pezzaglia for background information for this story.



Above Top: The Southern Pacific Bulletin - this issue praised the “picturesque Netherlands Route” of “California’s Valley of the Nile”.

Above Center: The Hood Post Office dates from 1912.

Above: Artist’s conception of the River Road Exchange’s proposed outdoor space.

# Fully Staffed

The Delta Protection Commission Staff Completes its Transformation.

The Delta Protection Commission began life as a temporary agency after the passing of the Delta Protection Act in 1992 with 27 Commissioners, an Executive Director, a Clerk and a part-time intern. With the Delta Reform Act, the Commission's permanence was reaffirmed and the staffing levels expanded. As of July 1, 2015, we are thrilled to announce that the Commission is fully staffed!

## Environmental Planners

Key to the Commission's mission is land use regulation. Commission planners review development proposals, general plans and other documents for compliance with the Delta Land Use and Resource Management Plan, and submit comment letters on pending projects.

**Jennifer Ruffolo**  
Program Manager  
Jennifer joined the Commission in February 2015, coming from her second stint at the California Research Bureau in the State Library. Jennifer also served at State Parks - in the Archaeology, History and Museums Division. Jennifer loves to ride her horse Paloma, who is stabled in the Delta, take long bike rides and finish up with a cold beer.



**Adele Lagomarsino**  
Senior Environmental Planner  
Our most recent addition, Adele joined the Commission in July 2015 from the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. Adele is our lead on Recreation, and in her leisure hours has been cycling, paddling and boating in the Delta all summer to get a feel for things. Tough job!

**Blake Roberts**  
Associate Environmental Planner  
Blake joined us in August 2014. He holds a Ph.D. in Urban and Regional Planning, and came to us from the California Energy Commission. He has also taught Planning and Policy at San Jose State, UC Irvine, UC Davis, and CSU Sacramento. Blake coaches his son's little league team, and in his off hours he likes to explore Delta museums.

## Administrative Staff

**Sheri Keven**  
Clerk to the Commission  
Sheri served as a Clerk to the Amador County Board of Supervisors for five years prior to joining the Commission in May of 2015. She's



Above left: The staff in a group shot. From left to right: Jennifer Ruffolo, Sheri Keven, Nicole Darracq Bert, Blake Roberts, Adele Lagomarsino, Catherine Caldwell and Erik Vink.

Above right: Commission staff on a tour of Delta locks, levees and drought barriers.

an expert at public meeting rules, parliamentary procedure, and managing multiple projects, and she's already made our meeting preparations run very smoothly. She is enjoying learning about the people and history of the Delta.

**Nicole Bert**  
Communication Specialist  
Nicole is the Commission's first Public Information Officer, and after adding her in May 2014, we have been able to expand our outreach and communication efforts. Nicole ran her own marketing company for 12 years before joining the State. A Sacramento native, she loves to kayak in the Delta, and was married in Clarksburg's St. Joseph Church.



A Delta Favorite - Gala Apples.



Adam and Eve, making rash decisions.



The Granny Smith is another Delta treat.

# An Apple a Day, the Delta Way!

Fall in the Delta is Apple Time! From the middle of August through the first part of December, farmers in the Delta will be picking fresh, sweet apples in many varieties.

The apple is the philosophical and cultural heavyweight of fruit. Pears, berries and melon may be a delightful treat, but an apple a day is supposed to *guarantee* health. That’s a big responsibility, but nothing compared to being the reason Eve ruined the whole Garden of Eden thing by offering one to Adam. In Greek mythology, an apple started the Trojan War, and Hercules had to go pick a bucket of them as one of his Twelve Labors. A poisoned apple almost murdered Snow White, and then there’s the poetic imagery - our cheeks have apples. And so do our eyes.

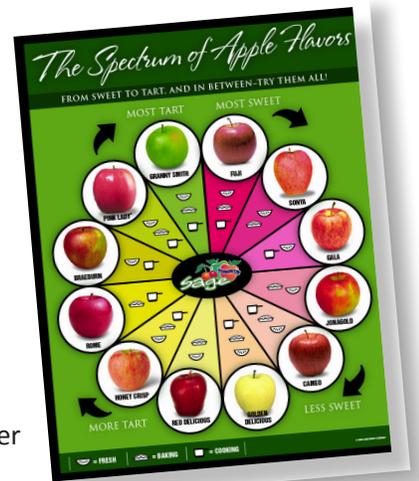
Another burden the apple must bear is its biological nomenclature – *Malus domestica*. In Latin, *malus* means bad or evil – kind of an odd genus for such a delicious fruit, and one that may be the first cultivated tree in history. Etymologists attribute the name as a reference to the common depiction of Eve’s diabolical fruit as an apple, which makes no biological sense at all as the apple was completely unknown in the Middle East in Biblical times. However, the tree is described in Genesis as “the tree of knowledge of good and evil”, and in Latin, “good and evil” would translate “*bonum et malum*.” Easy mistake.

Apples have been cultivated for centuries, and unlike many crops in this modern age, are still harvested by hand. Apples also are very long-lived, sometimes producing fruit for over 200 years, and have fascinating genetics. Several popular varieties of apples are “triploid” plants, which to put it very simply, means that they have THREE sets of chromosomes instead of two. Since cell division can’t happen evenly with an uneven number of chromosomes, and the resulting tree may or may not have desired characteristics from the parent plant, most apples are commonly propagated by grafting. Gravenstein, Jonagold and Winesap are three examples of popular triploid apple varieties.

There are over 7,500 known varieties of apple, and the most common ones in Delta orchards are Granny Smith, Fuji, and Gala. Other delicious varieties that can be found this time of year in the Delta are Braeburn and Pink Lady.

So where can you go to get ripe, fresh apples in the Delta this fall? Contact Sacramento River Delta Grown, at [www.sacriverdeltagrown.org](http://www.sacriverdeltagrown.org), Brentwood Harvest at [www.harvest4u.com](http://www.harvest4u.com), and the Delta Farmers’ Market at [www.deltafarmersmarket.com](http://www.deltafarmersmarket.com). There is also good information by county at [www.pickyourown.org](http://www.pickyourown.org) and [www.localharvest.org](http://www.localharvest.org).

(continued on page 5)



Apple infographic courtesy of [www.sagefruit.com](http://www.sagefruit.com)



Continued from page 4

### Grilled Pork Chops with Savory Delta Apple-Cardamom Relish

#### Chops

- 4 bone-in pork chops
- 1/2 teaspoon salt
- 1/2 teaspoon black pepper
- 1 tsp. crumbled dried sage
- 2 tsp. dry mustard

#### Savory Apple Relish

- 2 Delta Granny Smith apples, peeled and diced
- 4 T. butter
- 1/2 tsp. ground cardamom
- 1 bay leaf, crumbled
- 1/2 tsp. each fresh rosemary, fresh thyme and lemon pepper
- 1 tsp. fresh lemon juice
- 3 T. light brown sugar

#### Instructions

1. Combine salt, pepper, mustard and sage, and rub all over chops, coating well. Let rest for 15-20 minutes, and then grill 5 minutes a side or until just done.
2. Melt butter, sugar and spices in saucepan over low heat, whisking together thoroughly. Stir in apples and saute until tender and glaze forms, 5 minutes or so. Remove from heat and serve over grilled chops.

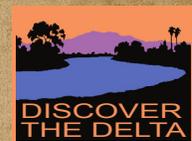
Recipe courtesy of Nicole Bert

**DELTA FLOOD SAFETY FAIR**

**BE AWARE, BE PREPARED, TAKE ACTION!**

**SATURDAY, OCTOBER 24<sup>TH</sup> NOON TO 4 PM**

**DELTA FARMERS' MARKET, HWY 12 AT HWY 160 AT THE RIO VISTA BRIDGE**



Join the Delta Protection Commission and Discover the Delta for a day of family fun and useful flood preparedness safety information tailored for Delta residents!

- DELTA LEVEE EXPERTS
- RESCUE DOGS
- MARINE PATROL
- KID'S PUMPKIN PATCH
- FARMERS' MARKET
- BARBECUE & WINE TASTING
- FIRE ENGINES
- SAFETY INFORMATION
- LIVE MUSIC

For More information visit DELTA PROTECTION COMMISSION  
[www.delta.ca.gov/BePrepared.htm](http://www.delta.ca.gov/BePrepared.htm)

# DELTA NARRATIVES

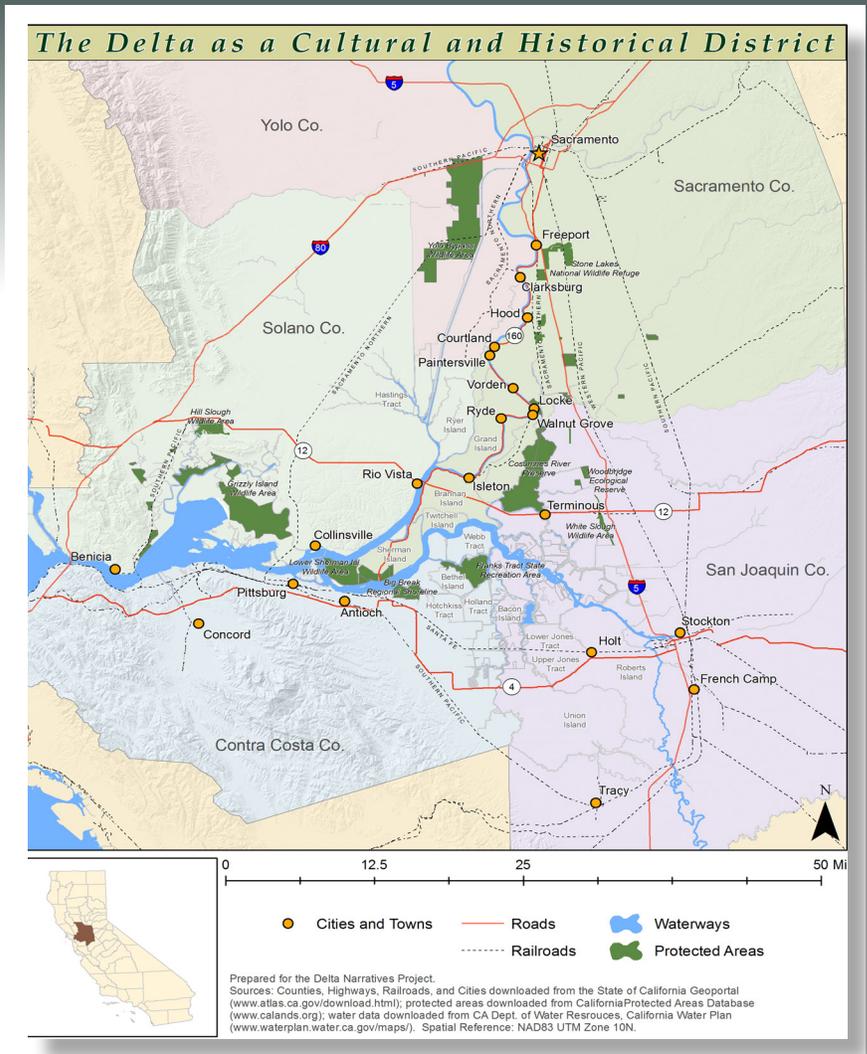
The Delta's role in history is so much MORE than water.

It's no surprise to Delta residents that their part of the world seems to be missing from history textbooks and heritage tours. Most discussion of contemporary policy issues in California omits any mention of the people of the Delta and the area's rich history. Delta Narratives, a project funded by the Delta Protection Commission (see Delta Voice, Fall 2014) has been striving to change that by involving regional academic and cultural institutions in the development of an exhibition plan that will promote the Delta's central role in California and American history through Delta museums and cultural venues.

The project began with the production of essays written by noted scholars, chronicling four different themes in Delta history:

- River as Highway
- Reclamation and Restoration
- Communities, and
- Imagination

In this and forthcoming editions, the Delta Voice will feature summaries of these essays. These essays were presented at a conference in June 2015 to an audience of museum directors, exhibit designers and interested members of the public. The full essays are available on the Commission website at: [www.delta.ca.gov/Delta\\_Narratives.htm](http://www.delta.ca.gov/Delta_Narratives.htm).



Above: A map of the Delta as a cultural and historic region, created for the Narratives project.

## Theme 1: Stitching a River Culture: Trade, Communication and Transportation to 1960

**W. R. Swagerty and Reuben W. Smith,  
University of the Pacific**

This narrative begins before Spanish exploration and contact with Native peoples in the last quarter of the eighteenth century and continues to around 1960.

**Within the Delta, towns were slow to develop.** However, on the periphery, three major cities formed points of a “V” for communication, trade and transportation.

Beginning in 1849, San Francisco played the central role between the outside world and the Mother Lode region, and Sacramento and Stockton were critical points for supplying the gold fields. These two interior cities became small-scale manufacturing centers specializing in boats, wheels, wagons and agricultural equipment. They were also collection and distribution points for mail, freight, newspapers, and starting in 1853, telegraph messaging. Delta towns such as Rio Vista, Isleton, and Walnut Grove had their own service centers and some developed their own newspapers.

### **Early transportation was by boat rather than overland.**

By the mid-1850s, the steamboat was ubiquitous in the Delta and connected with freight wagons into the foothills and Sierra. In the Delta proper, long distance travel by wagon was nearly impossible prior to levee construction, which provided surfaces for hard road beds. Reclamation was first done by hand labor, but peat soil is porous, and as technology developed -- especially steam driven machinery -- substantial dredging and draining took much less time. Steam-powered equipment, from water pumps to dredges, harvesters, and tractors, constituted a major technological shift worldwide, and the Delta provided an ideal testing ground.

### **A parallel and interrelated change was true for crops.**

Grain growing and cattle raising began to give way to vegetable and orchard production, dependent on hand labor supplied principally by laborers representing diverse ethnic backgrounds. These garden crops were sold locally and were in high demand. Roads were necessary to get this produce to the slough and river landings, which first required ferries and later moveable bridges to allow unobstructed boat traffic. Generally, the costs involved for production on the Delta required large capital sums. Therefore, there were larger landholdings, often in absentee ownership by wealthy investors, and fewer small-holdings. Yet, by the 1880s, pears became an important fruit crop, often farmed by small-holders. With the advent of the refrigerated rail car, pears and other crops could be shipped east with little spoilage. At the same time, safe and inexpensive canning of fruits and vegetables was developed, and several canneries were built in the Delta.

### **Beginning in the first decade of the twentieth century large tractors and advanced agricultural machinery allowed large farming operations to expand and new crops to be introduced.**

In 1909, along the east side of the Sacramento River, a railroad was built to compete with the steamboats, (see page 1) and in 1929 a rail line was completed on the west side as well. In the first two decades of the 20th century, large-scale crops included potatoes, corn, beans, celery, asparagus, onions, and by the mid-1920s, sugar beets.

### **Commercial fishing and preservation, especially of salmon, date back to the 1850s on the Sacramento River, and for several decades were important industries.**

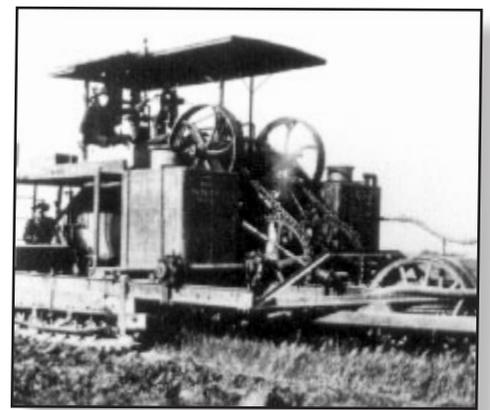
By the century's end, however, commercial fishing was mostly gone. Sport fishermen and recreational boaters benefited from the invention and improvement of the internal combustion engine in the form of the outboard motor.

### **The internal combustion engine represented a second major technological transition, one that changed patterns of trade and transportation.**

The motor car, truck and bus were introduced as early as 1910. Trucking became increasingly important starting in the 1920s, and eventually replaced both the steamboat and the railroad as the primary means of transport. After the 1950s fresh produce could be loaded in the fields and sent long distances with refrigerated trucks. Canneries moved out of the Delta, paved highways were built, and larger and stronger bridges were constructed.

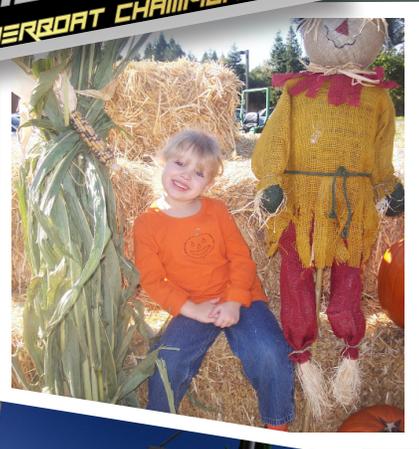
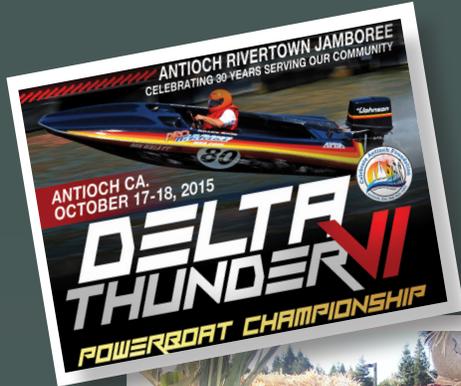
In conclusion, the changes in the Delta over the course of the 20th century were changes mirrored all over the world as technology created massive shifts in the way man interacted with his environment. Without the steam engine, boats would never have moved upstream to the gold fields and the levees would never have been dredged, creating fields to farm. Without the Gold Rush, the labor to harvest higher-profit crops might not have arrived for decades. Without the internal combustion engine, the tractor could not have been invented to work the newly reclaimed land... and smaller boats would not have created a recreation industry. The Delta is a unique showcase of how the inventions of the Industrial Revolution defined the progress and changes of the next 100 years.

*Below: The original Caterpillar tractor could go where horses and wagons just sank in the mud.*



*Right: Early brochures promoting Delta fishing may have exaggerated the size of the catch...just a bit.*

# DELTA EVENTS



## October

- Fridays and Saturdays - Pumpkins in the Pears, Steamboat Acres [www.steamboat acres.com](http://www.steamboat acres.com)
- 2<sup>nd</sup>: First Friday Gallery Walk, Walnut Grove. [www.facebook.com/events/721593197962722/](http://www.facebook.com/events/721593197962722/)
- 9<sup>th</sup>-11<sup>th</sup>: The 68th Annual Bass Derby, Rio Vista. [www.bassfestival.com](http://www.bassfestival.com)
- 10<sup>th</sup>: Second Saturday Delta Art Walk, Old Sugar Mill, Clarksburg. [www.oldsugarmill.com](http://www.oldsugarmill.com)
- 17<sup>th</sup>-18<sup>th</sup>: Delta Thunder Powerboat Races, Boat & Car Show, Antioch. [www.celebrateantioch.org](http://www.celebrateantioch.org)
- 24<sup>th</sup>: Delta Flood Safety Fair, Delta Farmers' Market, Hwy 12 @ Hwy 160. [www.delta.ca.gov](http://www.delta.ca.gov)

## November

- 6<sup>th</sup>: First Friday Gallery Walk, Walnut Grove. [www.facebook.com/events/721593197962722/](http://www.facebook.com/events/721593197962722/)
- 6<sup>th</sup>-8<sup>th</sup>: The 19th Annual Sandhill Crane Festival, Lodi. [www.cranefestival.com](http://www.cranefestival.com)
- 14<sup>th</sup>: Second Saturday Delta Art Walk, Old Sugar Mill, Clarksburg. [www.oldsugarmill.com](http://www.oldsugarmill.com)
- 19<sup>th</sup>: Delta Protection Commission Meeting, Stockton. [www.delta.ca.gov](http://www.delta.ca.gov)

## December

- 5<sup>th</sup>: Delta Reflections Lighted Boat Parade, Marina West Yacht Club. [www.mwyc.org](http://www.mwyc.org)
- 12<sup>th</sup>: Second Saturday Delta Art Walk, Old Sugar Mill, Clarksburg. [www.oldsugarmill.com](http://www.oldsugarmill.com)
- 12<sup>th</sup>: Bethel Island Lighted Boat Parade, San Joaquin Yacht Club. [www.sjyc.org](http://www.sjyc.org)
- 12<sup>th</sup>: Discovery Bay Lighted Boat Parade, Discovery Bay Yacht Club. [www.dbyc.com](http://www.dbyc.com)

To receive a print version of this newsletter by mail, please contact us at (916) 375-4800 or email your name and address to [dpc@delta.ca.gov](mailto:dpc@delta.ca.gov)



Delta Protection Commission  
2101 Stone Blvd., Suite 210  
West Sacramento, CA 95691  
[www.delta.ca.gov](http://www.delta.ca.gov)

