

**ECV1841
17MAY11
General Meeting
Minutes**

Meeting Called to Order: Meeting was called to order at 7:30pm, Chief Constable Don Breeland presiding

Pledge to the Flag: Brother Don Breeland led the meeting in the pledge of allegiance.

Roll Call of Board Members: Roll was taken, those present and absent were so noted in the roll book.

Chief Constable's Report: Plaque is up in West Sacramento thanks mostly to Kevin Jenkins, a bottle of Gilbys Gin is embedded in the concrete; pictures passed around; will add a small plaque later, hopefully with news media coverage; other plaques coming up shortly.

Grand Council, a bribe for the proctors is ready, hopefully it will be received well; there will be a meeting with the proctors and Grand Council at 8:35am Saturday morning to explain 1841's status and accomplishments; there are two positions left, 2nd being chartered status.

We need to think about Charter status, will be expensive to "put on the dog" and we need to manage money better over the next two years; have approximately five thousand dollars in the bank, expect cost to be approximately ten thousand dollars; expecting over three hundred brothers for the 1841 chartering, will be pre-pay only; the charter badge must be first class, possibly a five star badge with "JOHN A SUTTER" inscription and with a crescent bearing the inscription "CHARTER" - then, for the future, the crescent could be left off and the same art work used to produce additional 1841 badges for hawking; so, expenses to include, but not limited to, badges, sheepskins, and, buying a LOT of food.

Bare went into the hospital today, he had cancer surgery and was sent home four days later, however, back today; a small portion of his lower bowel is not working, so, what we always thought about Bare being full of shit is apparently true; he will need help, if you can help then see Peanutbutter *AFTER* Grand Council, we will not have a hawker at Grand Council.

Baliff's Report: Ironhorse presented his report, beginning with \$5438.32, with 71.60 spent on expenses for the West Sacramento plaque and \$15.00 for the bank service charge; current balance \$5352.12; a motion was made to accept the report and on vote the motion passed.

Court Clerk's Report: The minutes from the previous meeting were read, a motion was made to accept the minutes as read and on vote the motion passed.

Historian's Report: in the absence of the Historian, Brother Don Breeland described the historical importance of the Sacramento River: Sacramento was one of the most important shipping ports on the west coast starting in 1839. The first ship, Sitka, a Russian three masted schooner with supplies for John A Sutter made port. In those days two or three ships made port every day and John A Sutter developed the "Mosquito Fleet" which was comprised of five ships, five barges, and the Sitka which he bought from the Russians (but not paid for). During 1826 to 1847 there were 20 ships per day making port, and, after that, there were 103 ships with Sacramento registry with 50 to 70 per day making port. The ships were so abundant that one could walk from one side of the river to the other by walking across the sitting ships. A river tragedy in which 102 people died occurred when the Belle exploded, it was rumored to have a quarter of a million dollars of gold in chests on board, however, there was record of only a safe with gold; this tragedy was poorly reported because it happened on the same night as the "Chicago Fire." The site of this tragedy is memorialized by a monument on the river road.

"ERECTED to the memory of LEONIDAS TAYLOR born in the city of Philadelphia on the 3d of July 1832 he grew to manhood in the city of St. Louis and was killed by the explosion of the barge Belle opposite this spot of the 5th of Feb, 1856; this his body was never found 4lisngl from those who ared him, the waters of the Sacramento will hold over him till the day when the sea shall give up its dead."

The port system was inadequate until the 1920's when the Red Bluff, a premier stern wheeler caught fire, it was later rebuilt. The Steam Navigation Company sign still exists in Old Sacramento; in 1868 the Central Pacific Rail Road

company bought the Steam Navigation Company, but, never changed the name. Ships making port in Sacramento were subject to docking fees and so the port of Freeport developed down river where ships could dock for less than in Sacramento. Other premier stern wheelers on the Sacramento River which came in after 1900 include the Delta Queen, the Delta King, and, the Delta. Reconstructed: the Globe, a jail house ship and the Sacramento jail which was anchored in the center of the river. Sacramento's port was the hub for Yuba City, Red Bluff, Redding and Stockton. The Brigade, motorized barges carried nearly all the lumber for building San Francisco through Sacramento. Sacramento became known as the "New Orleans of the West." In the 1930's the WPA began building bridges across the river which lead to an increase in overland transport and a decrease in river transport, for example, the Jib Boom Street Bridge. Sacramento is referred to as "the second city." San Francisco being "the first city," although there may be some folks in the Los Angeles area which want to think of themselves as the second city. Rails still exist on the Yolo side of the river where ships were built and slid into the river; these ships, known as the "Redwood Fleet," carried lumber to San Francisco, and, when most of these ships were no longer needed they were taken to a point in San Francisco and set on fire and sank with only their masts sticking up, so many in fact that the point became known as "Candle Stick Point." So, in the early days in California, before the rail road and interstate highways when transportation was by horse or horse drawn conveyance, the Sacramento River played a large part in the California's development. SATISFACTORY!

Peddler's Report: no report.

Website Report: no report at the April general meeting, however, in the preceding months there had been almost 500 hits per month; since the March report, 2 months, there have been 1592 hits, that's about 750 per month! The filing of the e-postcard form 990 is still a work in progress.

Committee Reports: Plaques/Kenny - we need places to plack, current prospects include the YWCA in downtown Sacramento, established in 1891; Gimpys on the river currently a 5th generation establishment, and, Juicys on the river, the oldest bar on the river; note, the Folsom plaque, currently five months behind schedule, may be ready sometime this summer.

Old Business: Don Breeland: August Doins will not happen because it would be too close to the Halloween Party; get the word out about the Halloween Party, a party which will be back at the Odd Fellows Lodge, a costume party, may have \$100.00 price to the best costume (by Peanutbutter); next doins - aim at another spring function.

New Business: Gary Karl - about Grand Council and explaining 1841's progress, a big thanks to Brother Mike Young for preparing the presentation booklets; and, have a satisfactory bribe for the proctors; last year, since 1841 is a non-alcoholic post, the bribe consisted of dried fruit, prunes and prune juice; this year...

Kenny wants pictures of plaques and monuments.

Brothers Sick or in Distress: Gene Brown, Ex-Sublime rolled his car and has now passed on to the Golden Hills; a moment of silence was held for Gene and Bare.

Good of the Order: *"EVERYBODY WINS AT KLINKEY'S RAFFLE"*, \$100.25!!!

Meeting Adjourned: With no further business appearing, the Chief Constable entertained a motion to close the meeting and on vote the motion passed, the meeting adjourned at, oh, I don't know, lets say 8:41pm, with 17 brothers present.

eof: 110517minutes.html
KF!