

## **Upstream River Crossings**

Ferries and bridges across the South Yuba River were established in the 1850s at Jones' Bar (Rush Creek Ferry, 1851), Hoit's Crossing (1856), Purdon Crossing (Lower Robinson, 1853), Cooper's Crossing (Illinois Bar, 1855), and Edward's Crossing (Upper Robinson, 1855). The concrete arch bridge at Highway 49 Crossing was built in 1921 and replaced by the modern bridge just upstream. These sites form the upstream parcels of South Yuba River State Park.

## **Jones Bar Chronology**

1851

### **TO THE PUBLIC**

Notice is hereby given to packers and miners that the Rush Creek Ferry is still in "full float" and the only way of crossing the South Yuba River between Washington and Bridgeport. Persons will therefore save themselves by bearing it in mind. Jones and Armour (Nevada Journal, December 26, 1851, page 3, column 1).

1853

April 15, an advertisement in the newspaper:

### **RUSH CREEK FERRY NOTICE**

We notify the public and the traveling community in general, that the well-known ferry, which is sometimes known as "Sweetland's or Jones Crossing" on the South Yuba, first ferry above Bridgeport is in full operation and can cross animals with little or no danger. Having the largest boat on the river, with good new cable and tackle, and two experienced ferrymen, who have been in constant attendance for two years, and witnessed all stages of the river. Would recommend to the public, for their personal safety, to cross at the above ferry. There is a good road cut on both sides of the river, for easy access on both sides. (Kimbol and Hanson, Nevada Journal, April 15, 1853; pg. 3)

1855

August 25, an article in the newspaper entitled:

### **BOARD OF SUPERVISORS**

A license was granted to M. C. Jones to collect tolls on his ferry across the South Yuba River for a period of one year. M. C. Jones is required to obtain a bond of \$3,000 and pay to the Nevada County Treasurer \$15 per month, paid quarterly in advance. (Nevada Journal, August 25, 1855; pg. 2, col. 7)

1856

1. November 22, Michael C. Jones gives Richard C. Armour full power of attorney over all matters concerning the Sweetland Ferry. Recorded November 28, 1856 (Power of Attorney 1-20)
2. December 15, Michael Jones was granted a license renewal to operate a ferry across the South Yuba River, known as Jones Bar Crossing. A \$1,000 bond is required and pay to Nevada County Treasurer \$15 per quarter, paid quarterly. No change in the toll rate. (Board of Supervisors minutes, BK1-31)

1859 August 2, the road from Jones Bar to Newtown declared a county road.  
(Board of Supervisors, BK1-245)

- 1861 1. September 22, Thomas Leonard constructs a footbridge across the South Yuba River at Jones Bar.
2. December 9, the footbridge at Jones Bar was washed away by water 26 feet above low water mark. (Nevada Democrat, December 10, 1861)

1862 September 22, Thomas Leonard rebuilds the Jones Bar footbridge.

1889 July 9, Nevada County constructs new bridges at Jones Bar and Rush Creek.  
(Board of Supervisor minutes, BK5-82).

G. H. Graves NE1/4 sect 32 twp 17NR8E 160 acres \$100, watch \$100, horse \$30. Taxable property \$230 taxes \$5.64 (1890 Assessment rolls Bridgeport pg 23)

November 23, Central Pacific R. R. Co. deeds to Gideon H. Graves 320 acres for the sum of \$560.  
Located at E1/2 sect 29 twp 17NR8E. Recorded March 1, 1892 (deeds 77-488)

- 1893 1. October 13, Gideon H. Graves applies for homestead on the NE1/4 sect 32 twp 17NR7E, 160 acres Certificate number 2196, Application number 3659. (Patents 3-248)
2. G. H. Graves patent to NE1/4 sect 32 twp 17NR8E 160 acres \$100, title to E1/2 sect 29 twp 17NR8E 320 acres \$560, horse \$30. Taxable property \$690 taxes \$16.91 (1893 Assessment rolls Bridgeport pg 20)

- 1900 1. G. H. Graves deeds to Fanny Cole, daughter of Charles Cole of Bridgeport, all the property acquired in homestead (Patent 3-248) and the Railroad property (deed 77-488) total 480 acres. Recorded January 14, 1901 (deeds 95-259)

December 31, G. H. Graves died at Charles Cole's home at Bridgeport. He was 67 years 9 months. He is buried in the Kneebone Family Cemetary at Bridgeport. (The Daily Morning Union January 3, 1901 pg 5 col 3, Mortuary Records BK 5-85, Doris Foley Historical Research Library)

1904 May 12, the bridge at Jones Bar was repaired. The bridge construction was a combination Pratt/Truss. The bridge was 150 feet long abutment to abutment and had 7 panels or sections each 21 feet 5 inches. The bridge was constructed by the Pacific Bridge Company in 1889. (Searls Library)

Cole, Miss Fanny NE1/4 sect 32 twp 17NR8E 160 acres, E1/2 sect 29 twp 17NR8E 320 acres. Taxable property \$760 taxes \$15.84 (1916 Assessment rolls Bridgeport pg 6)

1920 November 4, Fanny Cole grants a right of way for an electric transmission line to Pacific Gas and Electric Company for \$5. The Right of Way will be 25 feet on each side of the line. The property is NE1/4 sect 32 twp 17NR8E. Recorded November 15, 1920. (deed 131-152)

### **Hoyt,'s Crossing Chronology**

1856 1. September 8, M. F. Hoyt and Company acquires a mortgage from Thomas Barton for the sum of \$600 for 6 months at a rate of 4% per month, to be paid monthly. To secure the mortgage M. F. Hoyt conveyed a 1/5 share in Hoyt's Road and Bridge. If Hoyt defaults, the road and bridge will be sold at public auction after giving 10 days notice.

Recorded September 14, 1856. (Mortgages 1-247)

2. M. F. Hoyt presents to the Board of Supervisors an application to charge and collect tolls over a bridge known as Hoyt's Crossing. The application was approved for 1 year from December 26. The board also required a bond of \$2,000 and a payment of \$15 per quarter paid quarterly in advance. The toll rates are to be the same as when established. (Board of Supervisor's minutes, BK1-35)

1857 May 29, the Board of Supervisors appropriates to M. F. Hoyt for the bridge at Sweetland. The money was taken from the road fund. (Board of Supervisor's minutes, BK1-85)

1858 1. June 12, M. F. Hoyt has a judgment filed against him by William Stone for the sum of \$66.94. The toll bridge road and fixtures were sold at a public auction August 28, 1858. G. H. Lanhart was the best bidder. He was issued a Certificate of Sale, on October 7, 1858. There was a 12 month redemption period. M. F. Hoyt paid a 50% redemption fee and taxes of \$91.50 to the court to retain possession of the road and bridge.

Recorded October 7, 1858 (Deed 3-589)

March 6, the road from Shady Creek to Sweetland on Hoyt's road declared a County road. (Board of Supervisor's minutes, BK1-301)

1861 "December 30, we learn that Hoyt's Bridge across the South Yuba River, which withstood the flood of December 10, was yesterday carried away. Since Webber's Bridge was swept away the main crossing for footmen and horsemen between Nevada (Nevada City) and (North) San Juan has been Hoyt's. The bridge was in shaky condition and regarded as unsafe. We believe no teams have ventured to cross the bridge."

(Nevada Democrat, December 30, 1861 pg 3 col 1)

1862 1. February 18, a newspaper article under "Local Matters", "Hoyt's bridge has been completed on the South Yuba River, ready for passage of persons and animals."  
(The Nevada Democrat, February 18, 1862)

2. Hoit (Hoyt) Moses F. toll foot bridge at Hoit's Crossing on the South Yuba River also 320 acres on the main road from French Corral to Cherokee, west of and adjoining the land of Ray Jackson. Taxable property \$300 taxes \$6.45  
(1862 Assessment rolls Bridgeport pg 116)

1863 Hoit (Hoyt) Moses F. residence at Shawmeet Saw Mill. The sawmill is steam operated and is 1 1/2 miles south of Sweetland. Moses Hoit is part owner in the sawmill.  
(1863 Assessment rolls Bridgeport pg 179)

1865 February 8, Moses F. Hoyt applies for a license renewal to collect tolls on the South Yuba River known as Hoyt's Crossing. The license was renewed for 1 year and a bond of \$2,000 was required. A payment of \$15 per quarter paid quarterly in advance. The toll rates were set as follows:

wagon and 6 horses	\$3.00
wagon and 4 horses	\$2.00
wagon and 2 horses	\$1.00
carriage and buggy	\$1.00
horseman	.50
footman	.25
loose stock per head	.25

(Board of Supervisors minutes, BK2-148)

1866 Moses F. Hoyt applied to the Board of Supervisors for a license to collect tolls on his bridge over the South Yuba River at Hoyt's Crossing. The toll rates are for 1 year from the first Monday of February. The rates are to be the same as 1865.  
(Board of Supervisors minutes, BK2-250)

1867 1. October 18, Judge Hoit (Hoyt), Justice of the Peace of San Juan, is lying in critical condition of consumption (tuberculosis) and can hardly speak. He owned a bridge and road at a place called Hoyt's Crossing on the South Yuba River.  
(Nevada Daily Transcript October 18, 1867 pg 3 col 1)

2. October 21, Moses F. Hoit (Hoyt) of San Juan died of consumption at San Juan on last Tuesday, October 21. Judge Hoit was Justice of the Peace of San Juan for the past 2 years.  
(Nevada Daily Transcript October 25, 1867 pg 2 col 2, Nevada Daily Gazette October 24, 1867 pg 2 col 3)

1877 1. March 26, John Jacka et al applies for water rights on the left bank of the South Yuba River a short distance above "Hoyt's old Crossing". The intent is to divert 10,000 inches of water under 4 inches of pressure through a flume. The flume is to be placed in a tunnel to be constructed through the hill on the left bank of the river. The flume will be 8 foot wide, 2 foot deep and 890 feet long. Recorded March 28, 1877. (Water Rights 1-147)

2. April 13, A. J. Flanders et al deeds to John Jacka et al for \$30 all those mining claims on the South Yuba River. Commencing a short distance below "Hoyt's old Crossing" at a stake on the left bank of the river which marks the lower line of the John Jacka and Company claim. Extending down stream 3,000 feet to a stake on the left bank.  
Recorded April 3, 1879. (Deed 57-145)

3. May 19, John Jacka et al deeds to H. S. Bradley an equal undivided 1/6 share for \$75 all the mining claims on the South Yuba River. Commencing at a stake near an oak tree on the left bank of the river above "Hoyt's old Crossing" extending down stream, including bed and bank to the high water mark, 2200 feet to a stake marked J. Jacka and Company to the lower side of a ravine below "Hoyt's old Crossing" and extending up the ravine 300 feet to a large oak tree marked with 3 notches. Also an undivided 1/6 share of the tunnel right-of-way on the left bank of the river. Also a 1/6 share of the water rights in book 1 page 174.

Also an undivided 1/6 share of the mining round starting at a stake marked J. Jacka and Company and extending downstream 3000 feet to a stake on the left bank. Also, a 1/6 share in the mining ground containing a blacksmith shop, tools and a wooden cabin. Recorded May 28, 1877 (Deed 52-366)

- 1878 1. February 11, John Jacka claims the water rights in a ravine below "Hoits old Crossing" on the South Yuba River at the mouth of our tunnel known as Juno Jacko and Company. We intend to divert the water about 25 feet above the Excelsior Ditch. The volume is to be 500 inches under 4 inches of pressure, it is to be used for mining purposes at our tunnel. We intend to divert the water in a ditch 2 feet deep and 3 feet wide. Recorded February 16, 1878 (Water rights 1-174)
- 1879 1. August 9, Isaac Fowler et al deed to the South Yuba Mining Tunnel Company all those mining claims on the South Yuba River in the vicinity of "Champion Bar". Commencing at a stake on the right bank of the river at the upper end of the "Bar" claimed by E. A. Sneath and extending up stream 500 feet, including bed and bank to the high water mark, to a similar stake on the right bank. Recorded December 29, 1880 (Deed 58-622)
2. August 9, J. Huber et al deeds to the South Yuba Mining Tunnel Company for \$1 all those mining claims on the South Yuba River in the vicinity of "Hoyt's old Crossing", commencing at a live oak tree with 3 notches on the left bank of the river extending down stream 1600 feet, including bed and bank to the high water mark, to the lower line on "Champion Bar" claimed by E. A. Sneath. Recorded December 29, 1880 (Deed 59-622)
- 1881 1. September 19, South Yuba Mining Tunnel Company deeds to George T. Emery for \$12,061.50 all of the mining claims, water rights, tunnel and tunnel rights, property easements and appurtenances on the South Yuba River as follows. Those certain lots and parcels of mining land and claims, water rights, tunnel, tunnel-rights and property easements lying on the South Yuba River, and described as follows:

"Commencing at a post on the right bank of the South Yuba River at the lower line of ground owned by E. A. Sneath. Extending down stream including the bed and bank to the high water mark, 6800 feet to a oak tree marked with three notches and a post standing on the left bank of the South Yuba River."

Also those certain mining claims on the South Yuba River, commencing at a post on the upper line of mining claim at Champion Bar occupied by E. A. Sneath and on the right bank extending up stream, including the bed and bank to the high water mark, 500 feet to a post on the right bank. Also, that certain tunnel and right away extending through the hill on the

left bank of the South Yuba River at Hoyt's old Crossing. The tunnel is known as "The South Yuba Tunnel". Also, the water rights shown in the Water Rights book 1-147, pg 174. Also, that wooden house, blacksmith shop, care tools tracks, lumber, charcoal and all other property. Recorded September 19, 1881 (Deed 61-463)

October 10, George T. Emery deeds to the South Yuba Mining Tunnel Company all the property described in the September 19, 1881 transaction of deed 60-463. Recorded October 26, 1881 (Deed 60-468)

June 15, William M. Earl et al deeds to the South Yuba Mining Tunnel Company for the sum of \$1, 40 mining claims each 100 feet in length on the left bank of the South Yuba River, commencing at a stake marked #1 Wm. M. E. and Company on the left bank at the upper line owned by South Yuba Mining Tunnel and extending upstream 4000 feet to a similar stake on the left bank at the dam of the Excelsior Ditch Company.  
Recorded January 25, 1884 (Deed 64-53)

1887 1. The South Yuba Mining Tunnel Company, George T. Emery, Agent. The property is to be sold at public auction for non-payment of taxes for the year 1887. Taxes are \$57.50 plus 5% late fee making taxes \$60.37. The auction took place February 28, 1887, T. D. Price won the bid and paid the \$60.37 tax. The South Yuba Mining Tunnel Company had a redemption period until February 28, 1888 to reclaim their property. Agent George T. Emery paid the taxes plus a redemption fee of \$92.05 May 21, 1887 to regain control of the property. (Certificate of Tax Sale 3-690)

2. July 1, George T. Emory et al deeds to the South Yuba Mining Tunnel Company for the sum of \$1 all the 35 mining claims each 100 feet in length and situated on the South Yuba River and commencing at a stake marked W. J. S. and Company on the left bank at the lower line of the claim of the South Yuba Mining Tunnel Company extending down stream including the bed and bank to the high water mark 3500 feet to a similar stake on the left bank. Recorded July 7, 1887 (Deed 68-692)

1902 The South Yuba Mining Company was sold at a public auction July 1, 1902 for not paying their 1901 taxes of \$10.60 plus \$1.82 penalty. The property was assessed at \$400. The company was sold to the State of California for \$12.42. Taxes \$10.60 penalty of \$1.82. There was a 5 year redemption period to July 1, 1907. The property was not redeemed. Recorded July 25, 1902. (Certificate of Sale 9-172, State Tax deed 8-11)

### **Purdon Crossing (Robinson's Lower Crossing)**

1853 April 30, an advertisement in the newspaper says "The middle ferry on the South Yuba River, 5 miles north of the town of Nevada is the most direct route to Grass Valley, Downieville, Eureka, San Juan, Cherokee, etc."  
(Nevada Journal, April 30, 1853, pg 3 col 1)

1854 1. April 7, an article in the newspaper under "Mining" subtitle Cherokee. "At the middle crossing of the Yuba, large mining operations are going on and quite a village has

sprung up. Messrs. Daw and Robinson have built the best bridge in the state over the South Yuba River. They have constructed an admirable wagon road on the north side of the bridge and are now employing a large force in making one on the south side. When it is finished wagons can run direct from Nevada City to French Corral, Cherokee, Downieville etc.” (Nevada Journal, April 7, 1854, pg 2, col 5)

2. May 19, an article in the newspaper under “Mining News,” “Messrs. Daw and Robinson have opened extensive diggings near the South Yuba River. It is said to be very rich, but have not learned the particulars. Quite a town has grown up at the middle crossing, owing to the diggings worked there. Robinson has now made his road up both sides of the Yuba. There is no finer or costlier improvement in California. It is said his lucky discovery was made just in time to give him means to complete his great work at the bridge.” (Nevada Journal, May 19, 1854, pg 2, col 2)

- 1856 1. William E. Robinson applies for a license to collect tolls on the bridge known as Robinson’s Lower Bridge on the South Yuba River. The board granted the license for 1 year beginning June 1, 1856. June 19, Robinson’s Bridge is destroyed by fire. William returned to the board to ask for a new order. The request was denied. The board requested a bond of \$5,000 and pay a license fee of \$45 per quarter, paid quarterly in advance. The board set the toll rates as follows:

2 horses and wagon	\$1.00
4 horses and wagon	\$2.00
6 horses and wagon	\$3.00
each additional span	.50
buggies and carriages	\$1.00
man and horse	.50
loose stock per head	.25
footman	.25

(Board of Supervisors minutes BK 1-5)

2. September 3, “Notice to Teamsters” “Wagon road from Nevada (Nevada City) to Downieville, by way of Robinson’s Crossing. This road is in fine condition and presents the shortest route and best road for packers and teams to all the various locations along the divide between the South, Middle and North Yuba by way of Hess’ Pass and Emory’s Crossing. This road is easily traveled. Four horses can readily draw three to four thousand pounds of freight.” (Nevada Democrat, September 3, 1856, pg 1 col 2)
3. November 24, William E. Robinson deeds to Allen Y. Robinson for \$15,000, property known as Robinson’s Lower Bridge across the South Yuba River on the road from the City of Nevada to Montezuma Hill House. Recorded November 24, 1856 (Deed 1-352)

- 1858 1. July 31, Sheriff S. W. Boring holds an auction in front of the Nevada County Court House to sell to the highest bidder the property owned by Allen Y. Robinson and William E. Robinson et al. The property being that certain turnpike road, toll bridge and house known as Robinson’s Bridge and Road across the South Yuba River at the ferry known as

Clark's Ferry together with the ranch, gardens, homes, buildings and outhouse including ferry, toll house and grounds for \$15,000. Purchase by the Womack and Company. Recorded July 31, 1858. (Deed 3-431)

2. "Big Peach, Mr. Hatch who drove Thomas' Nevada Stage presented to the office during this week a magnificent peach from Robinson's Orchard at the crossing on the South Yuba River." (Hydraulic Press September 19, 1858 pg 3 col 1)
3. William E. Robinson deeds to Jessie Wall for \$14,000 all of that property known as Robinson's Peach Orchard and Garden on the north side of the bridge known as Robinson's Lower Crossing on the South Yuba River. Recorded December 17, 1858. (Deed 3-432)

- 1859
1. The Womack and Company consisting of Womack, Wall, Turner and Carthre deeds to John Weber for \$9,700. The property is known as Robinson's Toll Road and Bridge on the South Yuba River also known as Robinson's Lower Crossing on the road from the City of Nevada to Montezuma Hill House. Recorded August 8, 1859. (Deed 5-38.)
  2. August 4, the road from Montezuma Hill to North San Juan declared a County road. (Board of Supervisors minutes, BK 1-248)
  3. August 4, P. G. Womack and Company apply for a license renewal for the toll road and bridge at Robinson's Crossing. The toll rates are to remain the same. The fee was paid by John Weber, \$70. (Board of Supervisors minutes, BK 1-252)

1861 December 9, the South Yuba River was 26 feet above the low water mark. Webers Bridge was washed away. (Nevada Democrat, December 10, 1861 pg 2 col 1)

- 1862
1. January 4, "The Nevada Democrat learned that the ferry recently put on the South Yuba River was carried off last Sunday (December 29, 1861) by the sudden rise in the river." (Grass Valley National January 4, 1862 pg 3 col 1)
  2. February 4, the newspaper writes under "Local Matters" "Supervisors meeting, foot bridge erected by John Weber at his crossing on the South Yuba River." (The Nevada Democrat, February 4, 1862 pg 3 col 1)
  3. April 4, John Weber deeds to Jessie Wall all and singular that certain toll road and bridge on the road from the City of Nevada to Montezuma Hill. The road and property known as Webers Toll Bridge across the South Yuba River and singular that parcel and track of land on the north side of the South Yuba River  $\pm$  10 acres known as Webers Peach Orchard. The price was \$6,000. Recorded April 4, 1862 (Deed 9-601)
  4. May 9, Jessie S. Wall applies for and is granted the right to collect tolls at Webers Bridge on the South Yuba River. (Board of Supervisors minutes BK1-450)
  5. Wall, J. S. brick house and lot in the City of Nevada on the south side of Broad Street

\$3,000, house and lot on the east side of Broad Street \$1,500, barn and lot on the west side of Pine Street at the north end of the new bridge \$500, toll road commencing at the City of Nevada and running to the North San Juan, known as Webers Toll Road \$15,000, personal property, 1 horse \$250. Taxable property \$21,750 taxes \$467.63  
(1862 Assessment rolls Nevada pg 86)

- 1863 1. August 15, Jessie S. Wall applies for a license to keep the toll bridge known as Webers Toll Bridge on the South Yuba River. The request was accepted and the toll rates were set. There was a \$1,000 bond and a \$25 license fee.

6 horse and wagon	\$3.00
4 horse and wagon	\$2.00
2 horse and wagon	\$1.00
each additional animal	.50
buggy and carriage	\$1.00
man on horse	.50
footman	.25
loose stock per head	.25

(Board of Supervisors minutes BK1-543)

2. Wall, Jessie W. brick store and house and lot on Broad Street west of and adjacent to the home of J. Hamlin \$3,000, house and lot on East Broad Street north of and adjoining house of T. D. McFreland \$1,000, barn and lot on the west side of Pine Street at the north end of the new bridge \$500, toll road known as Webbers Road and Bridge \$10,000, toll house \$4,000. Taxable property \$18,500 taxes \$429.20  
(1863 Assessment rolls Nevada pg 60)

- 1864 Black, J. M. toll road and bridge commencing near the City of Nevada and terminating at Montezuma Hill \$4,000. Taxable property \$4,000 taxes \$108.40  
(1864 Assessment rolls Nevada pg 9)

- 1865 1. October 28, Jessie S. Wall deeds to James M. Black for \$4,500, all that certain toll bridge on the South Yuba River at Robinson's Lower Crossing also that lot of land on the Northwest side of the South Yuba River under enclosure and containing  $\pm$  10 acres with a toll house and outhouse. Recorded November 2. 1865 (Deed 19-584)

2. Black, J. M. house and lot on the west side of Pine Street adjacent to the Newberry lot \$500, toll road and bridge running from Nevada to North San Juan \$3,500. Taxable property \$4,000 taxes \$98 (1865 Assessment rolls Nevada pg 6)

- 1866 Black, J. M. house and lot on the west side of Pine Street adjacent to the Newberry lot \$400, toll road and bridge running from Nevada City to North San Juan \$3,500. Taxable property \$4,000 taxes \$78 (1866 Assessment rolls Nevada pg 133)

- 1867 Black, James M. Toll road commencing at Selby Flat and running to Montezuma Hill and known as the J. S. Toll Road \$2,500, 1 horse \$50, 1 cow \$35, 1 male dog \$1. Taxable

property \$2,585 taxes \$46.25 includes \$1 dog tax (1867 Assessment rolls Nevada pg 6)

- 1868 1. February 4, J. M. Black petitions the Board of Supervisors for a license to collect tolls over his bridge on the South Yuba River. J. M. Black having paid the County Treasure \$31 and a bond of \$1,000 obtained the petition was granted for 1 year from the 1st Monday of February. The rates were set as follows:

wagon 6 horses	\$3.00
wagon 4 horses	\$2.00
wagon 2 horses	\$1.00
each additional animal	.50
carriage and buggy	\$ 1.00
man on horse	.25
loose stock per head	.25

(Board of Supervisors minutes BK 2-432)

2. Black, James M. property description, Assessment values and taxes are the same as 1867. (1868 Assessment rolls Nevada pg 6)

- 1869 Black, J. M. toll road commencing at the residence of T. E. Mills, 4 miles west of Nevada and running to Glassett's on the ridge 4 miles east of San Juan including a bridge across the South Yuba River \$2,000, notes, bonds and script \$50, 1 horse \$50, 1 male dog \$1. Taxable property \$2,100 taxes \$40.90 includes \$1 dog tax (1869 Assessment rolls Nevada pg 51)

- 1870 1. James M. Black deeds to Peter Purdon for \$2,500, that certain bridge over the South Yuba River known as Robinson's Lower Crossing, commonly known as Black's Bridge, on the northwest side of the South Yuba River under enclosure and contains  $\pm$ 10 acres with a toll house and outhouse. Recorded January 21, 1870 (Deed 36-44)
2. February 8, Peter Purdon asks the Board Supervisors for a rate change on his bridge. He paid a \$36 license fee and a bond of \$1,000. The rates were approved for 1 year from February 1. The rates are as follows:

wagon and 6 animals	\$3.00
wagon and 4 animals	\$2.00
wagon and 2 animals	\$1.00
each additional animal	.50
carriage or buggy	\$1.00
man on horse	.50
footman	.25
beef cattle per head	.12 1/2
sheep or hog per head	.05

(Board of Supervisors minutes BK2-673)

1871 Purden, Peter bridge across the South Yuba River on the road from North San Juan to Nevada City, known as Black's Bridge \$2,000, 1 male dog \$1. Taxable property \$2,000 taxes \$43 includes \$1 dog tax (1871 Assessment rolls Nevada pg 291)

1872 March 7, Peter Purdon applies to the Board of Supervisors for a license to collect tolls on his bridge across the South Yuba River. The request was granted for 1 year from the first Monday of February. The tolls were set as follows:

wagon with 6 animals	\$2.00
wagon with 4 animals	\$1.50
wagon with 2 animals	\$1.00
each additional span	.50
carriage and buggy 2 animals	.75
carriage and buggy 1 animals	.50
horse and rider	.25
footman	.12 1/2
loose stock per head	.10
hogs and sheep per head	.03

(Board of Supervisors minutes BK 3-49)

1882 Peter Purdon applies to renew the license to collect tolls on his bridge across the South Yuba River. The license was granted with a \$2,000 bond and a \$37 license fee for 1 year. The rates were set as follows:

wagon with 6 animals	\$2.00
wagon with 4 animals	\$1.50
wagon with 2 animals	\$1.00
each additional span	.50
carriage and buggy 2 animals	.75
carriage and buggy 1 animals	.50
horse and rider	.25
footman	.12 1/2
loose stock per head	.10
hogs and sheep per head	.03

(Board of Supervisors minutes BK 3-49)

1885 January 7, Peter Purdon applies to renew his license to collect tolls on his bridge across the South Yuba River. The license was granted with a \$2,000 bond and a \$37 license fee. The rates were set as follows:

6 horse wagon loaded	\$2.00	empty \$1.50
4 horse wagon loaded	\$1.50	empty \$1.00
each span	.50	
2 horse and buggy or wagon	.50	
1 horse and buggy or wagon	.25	
1 horse and sulky	.25	

horse and rider	.25
footman	.10
cattle and horses per head	.05
hogs and sheep per head	.03

(Board of Supervisors minutes BK4-394)

1886 January 8, Peter Purdon applies to renew his license to collect tolls on his bridge across the South Yuba River. The license was granted with a \$2,000 bond and a \$37 license fee. The rates are to be the same as 1885. (Board of Supervisor minutes BK4-462)

1889 1. Peter Purdon deeds to Nevada County for \$5,000 all that certain road and road-bed running from Nevada City to North San Juan. Commencing at a point where the county road intersects the road known as Mills Road leading to the old Miles place, running north westerly along the North San Juan road to a point on the South Yuba River known as Purdon's Bridge or Purdon's crossing. The \$5,000 in installments as follows: \$1,000 at January Board session in 1890 and like sum the following years until the sum is paid. Interest at 6% per annum, is due and payable on all sums due. No interest due on the first \$1,000. Recorded July 27, 1889 (Deed 74-223) (Board of Supervisors minutes BK)

**Cooper's Crossing (Illinois Bar)**

1855 Bridge Notice--The subscribers will apply to the Board of Supervisors, December next, for a license to keep and maintain a toll bridge in connection with a new wagon road South over the Yuba River at Illinois Bar. John D. Cooper, C.P. Flaucher. (The Nevada Journal, November 30, 1855 pg 3 col 3)

1856 1. Dec 22, the application of Cooper and Company to the Board of Supervisors to change the rate of the toll for 4 horse and oxen team because the rate is too low. The board ordered the toll for the said team be increased from \$1.50 to \$2.00 per team. (Board of Supervisors minutes, BK 1-31)

2. December 22, Cooper and Flaucher apply for a license to collect tolls on the Illinois Bar Bridge. The board granted a license for one year and ordered a bond of \$4,000 and a license fee of \$40 per quarter, paid quarterly in advance. The board ordered the toll rates as follows:

6 mules, oxen or horse team	\$2.50
4 mules, oxen or horse team	\$2.00
2 mules, oxen or horse team	\$1.00
1 horse and buggy	\$1.00
man and horse	.50
footman	.25
loose stock per head	.25

(Board of Supervisors minutes BK 1-31)

3. “Supposed Suicide—we were informed by William Edwards of Illinois Bar that a man was suppose to have shot himself on Tuesday night so as to fall into the water. Mr. Edwards heard the gun shot and a splash in the water between 9 and 10 o’clock at night. He went outside to investigate the cause but saw nothing.”  
(Nevada Daily Gazette, January 20, 1856 pg 2 col 1)

1857 1. Cooper and Flowers apply for a license renewal for the toll bridge at Coopers Bridge across the South Yuba River. The Board ordered a bond of \$2,000 and pay Nevada County \$48 per quarter, paid quarterly in advance. (Board of Supervisors minutes BK 1-132)

2. February 3 Cooper and Flaucher of Illinois Bar submitted an application to construct a new road through the East Gap of Sugar Loaf Hill. The East gap is todays Coyote Street past US Forest Service Headquarters. The application was approved.  
(Board of Supervisor Minutes BK 1-44)

3. September 16, Cooper and Flowers apply for a license to collect tolls on the road leading from Blue Tent House by way of Coopers Bridge, at 1 or more gates to the Junction House. (Bloomfield Township). The board ordered a bond of \$1,000. Tolls could not be collected at the bridge and Sugar Loaf Hill. The board ordered that the toll rates be as follows:

stage and 4 horses	\$1.00
6 horse, mule or oxen team	\$1.00
4 horse, mule or oxen team	.75
2 horse, mule or oxen team	.50
horse and buggy	.50
horseman	.25
loose stock per head	.12 1/2

(Board of Supervisors minutes BK 1-116)

4. November 13, Allen Y. Robinson applies to the Board of Supervisors for the removal of the toll gates erected by Cooper and Company and obstructions from the county road and the collection of tolls. After being argued before the Board a ballot was taken which resulted as follows: Mitchell and Laton for rejecting and J. S. Wall for granting the same. The petition was rejected.  
(Board of Supervisors minutes BK 1-27)

1858 1. June 8, a petition is filed by Cooper and Company to erect a toll gate on the road running from the City of Nevada at “East Gap” of Sugar Loaf Hill (Coyote St. past USFS) The petition was granted by the board and allowed to erect a toll house at “East Gap” set the toll rates as follows:

6 mule, horse or oxen team	\$1.00
4 mule, horse or oxen team	.75
2 mule, horse or oxen team	.50

stage and 4 horses	\$1.00
1 or 2 horse and buggy	.50

(Board of Supervisors minutes BK 1-166)

1860 1. May 28, from the probate of John D. Cooper reflects the income from tolls collected for 1860 and 1861.

1/2 of the Illinois Bar Bridge appraised at \$16,000  
 1/2 of the South Yuba Turnpike appraised at \$2,000  
 1/2 of the Blue Tent House and land appraised at \$1,800  
 \$4,448 in tolls collected on the Illinois Bar Bridge from June 2 to December 31, 1860  
 \$852 tolls collected on the South Yuba Turnpike June 1 to December 18, 1860  
 \$2,259 tolls collected on the Illinois Bar Bridge January 1 to June 1, 1861  
 \$3,187 tolls collected on the Illinois Bar Bridge July 1 to December 31, 1861  
 \$666 tolls collected on the South Yuba Turnpike June 1 to December 31, 1861  
 (Probate drawer 7 file 169 Doris Foley Historical Research Library)

2. December 31, Cooper and Company apply for a license renewal for the toll gate at "East Gap" Sugar Loaf Hill to Coopers Bridge on the South Yuba River. Tolls were set as follows:

6 mules, horses or oxen team	\$1.00
4 mules, horses or oxen team	.75
2 mules, horses or oxen team	.50
1 or 2 horse and buggy	.50

(Board of Supervisors minutes BK 1-352)

1861 February 5, Cooper and Company apply for a license renewal for tolls across their bridge known as Cooper and Flaughter Bridge across the South Yuba River. A bond of \$2,000 is required and \$140 quarterly, payable in advance quarterly. The toll rates to remain the same. (Board of Supervisors Minutes BK 1-355)

1862 Cooper and Company, C. P. Flowers agent, toll road commencing at the West Gap of Sugar Loaf Hill, Bloomfield Road and running to Orleans Flat \$7,000, including bridge and appurtenances \$3,000 also, a toll road commencing at the head of Washington Street, City of Nevada, East Gap of Sugar Loaf Hill and running to Blue Tent, Illinois Bar \$500. Taxable Property \$10,500 taxes \$225.75  
 (1862 Assessment rolls Nevada pg 16)

1863 1. January 21, C. P. Flaughter surviving partner of the firm Cooper and Company, comprised of C. P. Flaughter and J. D. Cooper deceased and James Patton administrator of the estate of J. D. Cooper and James H. Cooper by his attorney in fact James L. Cooper, deeds to A. Black and Company. A mortgage was issued (Mortgages BK 4-291).

The property described as that toll road leading from the City of Nevada to the

Illinois Bar Bridge and known as the Cooper and Company Toll Road. That other toll road leading from the South Yuba River at Illinois Bar to the Kennebec House and Bills Ranch on to the Backbone House. This was known as the Cooper and Company Toll Road.. That other toll road leading from and aforesaid as Robinson’s Upper Road Crossing the South Yuba River about 1/12 miles below Illinois Bar Bridge on the South Yuba River. Recorded January 24, 1863. (Deed 11-461)

2. Block and Company, house and lot on the corner of Main and Commercial Streets \$500, toll road known as the Cooper Toll road \$7,500, general stock of clothing \$10,000. Taxable property \$18,000 taxes \$417.60  
(1863 Assessment rolls Nevada pg 6)

1864 May 23, C. P. Flaucher deeds to T. L. Manchester for the sum of \$4,000 all of that half of that toll road leading from Selby Flat across the South Yuba River to Kennebec House, and known as Robinson’s upper toll road, and Bridge. That toll road through “East Gap” of Sugar Loaf Hill extending from the City of Nevada to Turners Mill. The undivided half of the toll road leading from Blue Tent to the Backbone House and crossing the South Yuba River at Illinois Bar. Together with all rights of way, franchises, toll houses, toll gates, bridges and improvements on the road. Recorded May 23, 1864. (Deed 14-424)

1865 Cooper and Company, the bridge and toll road commencing at Snow Tent and terminating near Selby Flat and the other road commencing at the “West Gap” of Sugar Loaf Hill and extending to Lake City, Taxable property \$7,000 taxes \$171.50. (Assessment Rolls Nevada pg 14)

1866 1. Cooper and Manchester and Company, the toll road running from Dunn’s Ranch, Selby Flat, to Junction House. From Junction House to Blue Tent including the old road known as Illinois Bar Road leading from Sugar Loaf Hill to Kennebec House, Taxable property \$7,000 taxes \$136.50. (Assessment rolls Nevada pg 138)

2. November 27, James H. Cooper and J. L. Kite were brutally murdered at the Illinois Bar Bridge. James Cooper was lying on the bridge and Joseph Kite was found in the toll house. (Nevada Daily Gazette, November 8. 1866, Page 3 Col 2)

1867 1. February 6, the South Yuba Turnpike petitions the Board of Supervisors to collect tolls at Coopers Crossing (Illinois Bar) on the South Yuba River.

wagon 10 animals	\$3.00
wagon 8 animals	\$2.50
wagon 6 animals	\$2.00
wagon 4 animals	\$1.50
wagon 2 animals	\$1.00
carriage and buggy 2 horses	\$1.00
carriage and buggy 1 horse	.75
horse and rider	.50

footman	.25
loose stock per head	.12 1/2
hogs and sheep per head	.06 1/4
carriage, stage or coach 2 animals	\$1.50
carriage, stage or coach 6 animals	\$2.00
horse and sulky	.50

(Board of Supervisors minutes BK 2-338)

2. June 6, the bridge at Coopers Crossing collapsed into the South Yuba River. The driver, Thomas Holden and a team of six animals were drowned. The wagon with 8,000 pounds of freight was lost. The bridge was rebuilt. (Nevada Daily Gazette, June 7, 1867, Page 3 Col 1)

3. Bridge and toll road running from Dunn's Ranch at Selby Flat to Junction House, thence to Blue Tent, including the road known as the old Illinois Bar Road and running from Sugar Loaf Hill to Kennebec House. Cooper and Manchester properties. Taxable property \$5,000 taxes \$87.50 (1867 Assessment rolls Nevada pg 26)

1868 "January 1, a rapid rise of the South Yuba River between the hours of 10 o'clock Monday night and 10 o'clock Tuesday morning. The Yuba River rose 10 feet at Coopers Bridge. It still lacked 12 feet from reaching the high water mark. The highest flood at this bridge was 30 feet above the low water mark." (The Gazette, January 1, 1868 pg 3 col 1)

1870 1. Cooper and Manchester toll road and bridge over the South Yuba River. Starting at Selby Flat near the house of J. L. Dunn including the road from Junction House (across today's Edwards Crossing) and the old Illinois Bar Road from Kennebec House to Selby Flat \$3,500, 1 male and female dog \$3. Taxable property \$3,500 taxes \$74 includes \$3 dog tax (1870 Assessment rolls Nevada pg 15)

2. The estate of James H. Cooper, deceased, Probate Court of Nevada County orders the sale of the real estate, McElvy administrator of Nevada County and of the James H. Cooper's estate. The sale will be a public auction and sale will be to the highest bidder. Terms, cash in gold and silver coin with 20% down the day of the sale and the balance due on confirmation of the sale and before the deed is made. The following real estate is authorized to be sold. The undivided half of the toll road and toll bridge that leads from Nevada City to Lake City across the South Yuba River known as Coopers toll road and bridge. Recorded (Deed 37-326)

1871 1. January 3, Charles McElvy, Administrator of the James H. Cooper estate. The probate ordered sale was held in front of the Nevada County Court House on December 24, 1870. William Edwards was the highest bidder at \$2,500. The sale was executed January 3, 1871. Recorded (Deed 37-331)

2. January 3, T. J. Manchester and William Edwards secure a promissory note from

Michael Enright for \$1,667. That turnpike road commencing near the residence of John Dunn on Brush Creek extending across the South Yuba River to the "Junction House" a distance of  $\pm$  12 miles and known as the South Yuba Turnpike or Robinson's upper road also the toll bridge crossing the South Yuba River on the line of the road and known as the Cooper and Company bridge also that other turnpike road commencing at Blue Tent and extending to the "Kennebec House" and crossing the South Yuba River at Illinois Bar and known as the "Illinois Bar Road" . The promissory note read as follows, for the value of \$1,667 with interest at 1 1/2% per month. The principle is to be paid \$500 on September 1, 1871, \$500 on or before January 3, 1872 and the balance of \$667 January 3, 1872. (Mortgages 10-517)

### **Edward's Crossing (Robinson's Upper Crossing)**

1855 Important to travelers--Robinson's Upper Crossing.

The bridge at Robinson's Upper Crossing 1 1/2 miles below Illinois Bar on the South Yuba River is now completed for horsemen and footmen. The road will be ready for carriages on the first of next May (1856). Travelers will find this the best and convenient route to Orleans Flat, San Juan, etc. (Nevada Journal, November 9, 1855 pg 1 col 2)

1856 November 24, William E. Robinson deeds to Allen Y. Robinson the property known as the South Yuba Turnpike. It commences at Dunes Ranch on Brush Creek (Selby Flat) running northerly across the South Yuba River at a point about 1 1/2 miles below Illinois Bar Bridge known as Robinson's Upper Crossing and on to Backbone House. The price was \$15,000. Recorded November 24, 1856 (Deed 1-352.)

1858 1. January 29, Sheriff S. W. Boring holds a public auction in front of the Nevada County Court House to sell to the highest bidder the property known as Robinson's Upper Crossing on the South Yuba River about 1 1/2 miles below the Illinois Bar Bridge. This was also known as the South Yuba Turnpike. The property was sold to J. S. Wall, Turner, Womack and Webber for \$10,000. The parties who purchased the bridge was known as Womack & Company. Recorded July 31, 1858 (Deed 3-426)

2. July 13, Womack and Company deeds to John D. Cooper and C. P. Flaughter (Cooper Company) for \$9,000. The property description is the same as above January 29, 1858. Recorded July 30, 1858. (Deed 3-428)

1860 May 28, the Probate of J. D. Cooper describes the tolls collected and property values of J. D. Cooper's estate.

- a. 1/2 of the Illinois Bar Bridge, \$16,000
- b. 1/2 of the South Yuba Turnpike, \$2,000
- c. 1/2 of the Blue Tent House and land, \$1,800
- d. \$4,448, tolls collected on the Illinois Bar Bridge from June to December 31, 1860.

e. \$852, tolls collected on the South Yuba Turnpike, June to December 31, 1860

f. \$2,259, tolls collected on the Illinois Bar Bridge, January 1 to June, 1861.

g. \$3,187, tolls collected on the Illinois Bar Bridge, July 1 to December 31, 1861.

h. \$666, tolls collected on the South Yuba River Turnpike January 1 to December 31, 1861.

(Probate drawer 7 file 169, Doris Foley Historical Research Library)

1861 December 9, The South Yuba River was 26 feet above the low water mark. The abutments at Robinson’s Upper Crossing are heavily damaged. (The Nevada Democrat, December 10, 1861 pg 2 col 1)

1862 1. January 14, in the newspaper under “local matters”, not injured, we learned that the bridge at Coopers lower crossing (Edwards) was not in the least injured by the late flood. A breakwater above the bridge was swept away, but the foundation of the bridge was not injured, and the structure is as firm as ever. This is the only bridge spanning the South Yuba River that was not carried away by the late flood.

(Nevada Democrat, January 14, 1862, pg3 Col 1)

2. February 5, the South Yuba Turnpike Company went before the Board of Supervisors to have authority to erect a toll gate and collect tolls at their bridge over the South Yuba River known as Robinson’s Upper Crossing. The board granted the request and set the toll rates as follows:

6 horse or mule team	\$2.50
each additional animal	.25
4 horse or mule team	2.00
2 horse or mule team	1.00
horse and buggy	.75
man and horse	.50
footman	.25
loose stock per head	.25

(Board of Supervisors minutes BK 1-425)

3. Edwards, William residence at the South Yuba River bridge, money secured by note and mortgage. Taxable property \$1,450 taxes \$31.1

(1862 Assessment rolls Nevada pg 22)

1863 January 21, C. P. Flaughner surviving partner of the firm of Cooper and Company, comprised of C. P. Flaughner and J. D. Cooper, deceased, and James Patton, administrator of the estate of J. D. Cooper and James H. Cooper by his attorney in fact James L. Cooper deeds to A. Block, S. Firth and E. Black. This comprised the firm of A. Block and Company. A mortgage was issued for \$3,350. (Mortgages BK 4-291) The property described as that toll road leading from the City of Nevada to the Illinois Bar Bridge known as the Cooper and Company toll road, that other toll road leading from the South Yuba River at Illinois Bar by the Kennebec House and Bills

Ranch on to the Backbone House, known as Cooper and Company Toll Road. That other toll road leading from the place known as Robinson's Upper Road Crossing on the South Yuba River about 1 1/2 miles below Illinois Bar.

Recorded January 24, 1863. (Deed 11-461)

- 1864 1. February 22, A. Block and S. Firth deed to T. J. Manchester for \$4,000 all the undivided 1/2 of that toll road leading from Selby Flat across the South Yuba River to the Kennebec House known as Robinson's Upper Toll Road and bridge, also that toll road through the "East Gap" of Sugar Loaf Hill from the City of Nevada to Turners Mill and the undivided 1/2 of that toll road leading from BlueTent to Backbone House crossing the South Yuba River at Illinois Bar.  
Recorded February 27, 1864. (Deed 14-32)
2. May 23, C. P. Flaughner deeds to T. J. Manchester for \$4000 all that undivided 1/2 of the toll roads described above, February 22, 1864. Recorded May 23, 1864. (Deed 14-424)

- 1865 February 7, the South Yuba Turnpike petition the Board of Supervisors to collect tolls on its turnpike. The request was granted for 1 year from the first Monday of February 1865. The rates were set as follows:

wagon and 8 horses, mules or oxen loaded	\$3.00
wagon and 8 horses, mules or oxen empty	2.00
wagon and 6 horses, mules or oxen loaded	2.50
wagon and 6 horses, mules or oxen empty	1.50
wagon and 4 horses, mules or oxen loaded	2.00
wagon and 4 horses, mules or oxen empty	1.00
wagon and 2 horses, mules or oxen empty or loaded	1.00
wagon and 1 horse, mule or oxen empty or loaded	.75

(Board of Supervisors minutes BK 2-147)

- 1866 February 15, the South Yuba Turnpike petitions the Board of Supervisors to collect tolls on its turnpike. The request was granted for 1 year from the first Monday of February 1866. The toll rates were set as follows:

team of 8 horses, mules or oxen	\$3.00
team of 6 horses, mules or oxen	2.25
team of 4 horses, mules or oxen	1.50
team of 2 horses, mules or oxen	1.00
empty wagon 1/2 of the above rates	
carriage or buggy 2 horses	1.00
carriage or buggy 1 horse	.75
horse and rider	.25
loose stock per head	.12 1/2
sheep or hogs per head	.05

(Board of Supervisors minutes BK 2-251)

1870 February 1, the South Yuba Turnpike (by William Edwards) applies to the Board of Supervisors to fix their toll rates. They were set for 1 year beginning February 1. The rates are as follows:

wagon and 10 animals	\$3.00
wagon and 8 animals	2.50
wagon and 6 animals	2.00
wagon and 4 animals	1.50
wagon and 2 animals	1.00
carriage or buggy 2 horses	1.00
carriage or buggy 1 horse	.75
horsemen	.50
footmen	.25
loose stock per head	.12 1/2
sheep or swine per head	.06 1/4
carriage stage, coach 6 animals	\$2.00
carriage stage, coach 4 animals	1.50
sulky and horse	.50

(Board of Supervisors minutes BK 2-338)

1871 January 3, T. J. Manchester and William Edwards secure a mortgage from Michael Enright for the sum of \$1,667 for that turnpike road commencing near the residence of John Dunn on Brush Creek extending across the South Yuba River to the Junction House a distance of  $\pm$  12 miles. This was known as the South Yuba Turnpike or Robinson's Upper Road also the toll bridge across the South Yuba River. The line of the road and known as the Cooper and Company bridge. That other Turnpike road commencing at Blue Tent and extending to the Kennebec House to Lake City crossing the South Yuba River at Illinois Bar and known as the Illinois Bar Road. The note reads as follows, for the value of \$1,667 with interest monthly at the rate of 1 1/2%. The principal is to be paid \$500 on September 1, 1871 and \$500 on or before January 3, 1872 and the balance of \$667 by January 3, 1872. (Mortgages 10-517)

1872 March 7, William Edwards for the South Yuba Turnpike petitions the Board of Supervisors to grant a license to collect tolls on his bridge across the South Yuba River. The petition was granted from the first Monday of February and the toll rates set as follows:

wagon 10 animals	\$3.00
wagon 8 animals	2.50
wagon 6 animals	2.00
wagon 4 animals	1.50
wagon 2 animals	1.00
carriage and 2 animals	.75
carriage and 1 animals	.50
horse and rider	.25

footman	.12 1/2
loose stock per head	.08
hogs and sheep per head	.03

(Board of Supervisors minutes BK 3-49)

- 1875 Edward and Company a toll road and bridge commencing at Selby Flat near the house of J. E. Hall and extending across the South Yuba River to the “Kennebec House”, the old toll road commencing at Blue Tent and extending across the South Yuba River to Lake City and known as the Illinois Bar Crossing \$3,500, frame house on the south bank of the South Yuba River \$500, 12 poultry \$5, firearms \$20. Taxable property \$4,025 taxes \$68.43 (1875 Assessment rolls Nevada #1550)
- 1876 1. September 11, T. J. Manchester deeds to William Edwards for \$2,750 the undivided 1/2 of the toll road leading from Selby Flat across the South Yuba River to Kennebec House and known as the South Yuba Turnpike and the bridge on the South Yuba River and the undivided 1/2 of the toll road leading from BlueTent to Lake City crossing the South Yuba River at Illinois Bar. Recorded September 31, 1876. (Deed 51-629)
2. Edward and Company property description and Assess values the same as 1875. Taxes \$76.48 (1876 Assessment rolls Nevada #2578)
- 1877 Edwards and Company property description and Assessment values and taxes the same as 1876 (1877 Assessment rolls Nevada pg 48)
- 1878 Edwards and Company property description and Assessment values and taxes the same as 1876. (1878 Assessment rolls Nevada #1699)
- 1879 Edwards, William property description and Assessment values the same as 1876. Personal property is 1 American cow \$25, 1 calf \$5, furniture \$100, firearm \$20. Taxable property \$4,150 taxes \$78.85 (1879 Assessment rolls Nevada # )
- 1889 November 12, William Edwards deeds to Nevada County for \$5,000 all that road and road-bed in the townships of Nevada and Bloomfield in the county of Nevada. The road leading from Nevada City to Lake City and commencing at a point in the Nevada township at Selby Flat down the grade to a point on the South Yuba River known as Edward’s Crossing or Edward’s Bridge, northwesterly up the grade to Lake City. The same is known as Edward’s Toll Road. The \$5,000 to be paid in installments as follow: \$1,000 at January Board session in 1890 and a like sum the following years until sum is paid. Interest at 6% per annum due and is payable on all sums due. No interest due on the first \$1,000. Recorded November 12, 1889. (Deed 75-298)

### Highway 49 Crossing

The rising popularity of the automobile in the 1920’s created a need for new roads and bridges. The State of California began building this rainbow-arch style concrete bridge in

October 1921 and completed it in early 1922. Prior to this time, traffic to North San Juan or Downieville crossed the river at the existing Purdon's Crossing Bridge about five miles upstream, or at the Jones Bar Bridge, which was dismantled in 1918, one mile downstream. In 1993, the California Department of Transportation built the present Highway 49 Bridge. The old bridge continues to service pedestrian traffic.