**David Wood Arrives**

In 1851 David Wood arrived at what now is named Bridgeport. Reportedly he purchased two bridges and began to charge tolls. In 1855, David Wood bought the Sparks Bridge at Bridgeport from Thomas P. Hess for $500, possibly in anticipation of the Virginia Turnpike’s need to cross the South Yuba River at Bridgeport. (See bill of sale reproduced here; from the Fowler family archives.) In 1853 the State had authorized Counties to license toll turnpikes. In 1856, Wood and others formed the Virginia Turnpike Company to serve miners traveling to California gold mines and to Nevada silver mines following discovery of the Comstock Lode in 1859. The Turnpike formation meetings were held in David Wood’s home at Point Defiance.

Wood built a wood frame house on the north side of the South Yuba River, possibly about when the Virginia Turnpike became operable, as the location was close to the Turnpike and bridge at Bridgeport. The Turnpike ran 14 miles from the Anthony House on Deer Creek (now under Lake Wildwood) to North San Juan. In the 1860s upwards of 100 wagons a day passed over the Turnpike. The Turnpike continued in operation until 1901.

According to the *History of Placer and Nevada Counties*, pp 573,574, “Wood also owned Rice’s Bridge on the Yuba River; the bridge at Point Defiance at the junction of the North and South Yuba; and the bridge at Emery’s Crossing on the Middle Yuba. He also had stores at French Corral and Bridgeport. In the sixties he also had a store in Virginia City, Nev., and one in Sierra Valley; and he followed teaming from the Sacramento Valley to Virginia City, Nev. Afterwards he lived on his ranch on Bear River near Wheatland, and there he died in 1875.”

Anabel Fowler, Wood’s great great granddaughter, extensively researched the Wood, Fagg and Fowler family letters and left the following clarification regarding David Wood’s middle name: “For those of you who wonder about the correction I have made in the name of David I. Wood to David John Wood, David John is the name listed in the family Bible. His grandson, David Ingerfield Wood (son of Samuel D. Wood) was so named for Peter Ingerfield Dodge, his grandfather on Kate Dodge’s side.” It seems highly unlikely that David’s parents would
have known the surname Ingerfield at the time of his birth fifty one years earlier than when Samuel married Kate Dodge. Likely the confusion over the years resulted from the fact that “I” and “J” are almost identical in the written script of the day.

Bell (Isabella Jane) Fagg Fowler, Wood’s granddaughter left the following recollection dated December 19, 1936 at Lincoln, CA:

“Several articles have appeared in the newspapers on the dam to be built in the Yuba River that may result in the flooding of Bridgeport. But singularly no mention has been made of the early settlers names. The name of the captain mentioned in a recent article in The Bee was Thompson, a highly educated English ship-captain, who came to Bridgeport with his wife and small daughter Fannie. Captain Thompson and his daughter died, leaving his widow, who later married Charles Cole. For many years they kept a hotel on the south side of the South Yuba River (Bridgeport House, ed.).

Victoria Cole, the youngest of the Cole girls, married Andrew Kneebone and acquired the property, which descended to the present owners. The other Cole children were Mary, Ann, Fannie and Russell. Mrs. Cole was known as “Auntie Cole” and was loved by everyone, including stage drivers, teamsters and neighbors. She was generous, but no one ever intimidated her. Cole kept a strict record of the weather. He was a fine horticulturist, interested in fruits, budding and grafting, subjects which did not interest many people in the sixties. When the hotel burned (1919, ed.) these records were lost. The early Kneebone home was near Spenceville.

The present bridge was built by David I. Wood after the old one was washed out in 1861 (sic). Wood, who came to Bridgeport in 1849 (sic), acquired the old bridge and one at Point Defiance, the junction of the North and South Yuba rivers. He owned a sawmill at Plum Valley near Forest City, and as soon as he decided the style of the new bridge put the mill to sawing first-class sugar pine for it. He had much opposition against building a suspension bridge, as it was thought it would not hold up under the loads that would go over it.

David I. Wood was my maternal grandfather. I was present when the old bridge went out. I feel as much pride in this bridge as do the people who are interested in the San Francisco Bay bridges. I wonder if they, too, will be in service for seventy-four years or longer? The Wood family came across the plains from Missouri in 1850.”
Descendant Chart for David Ingerfield Wood

Tuesday, March 13, 2012