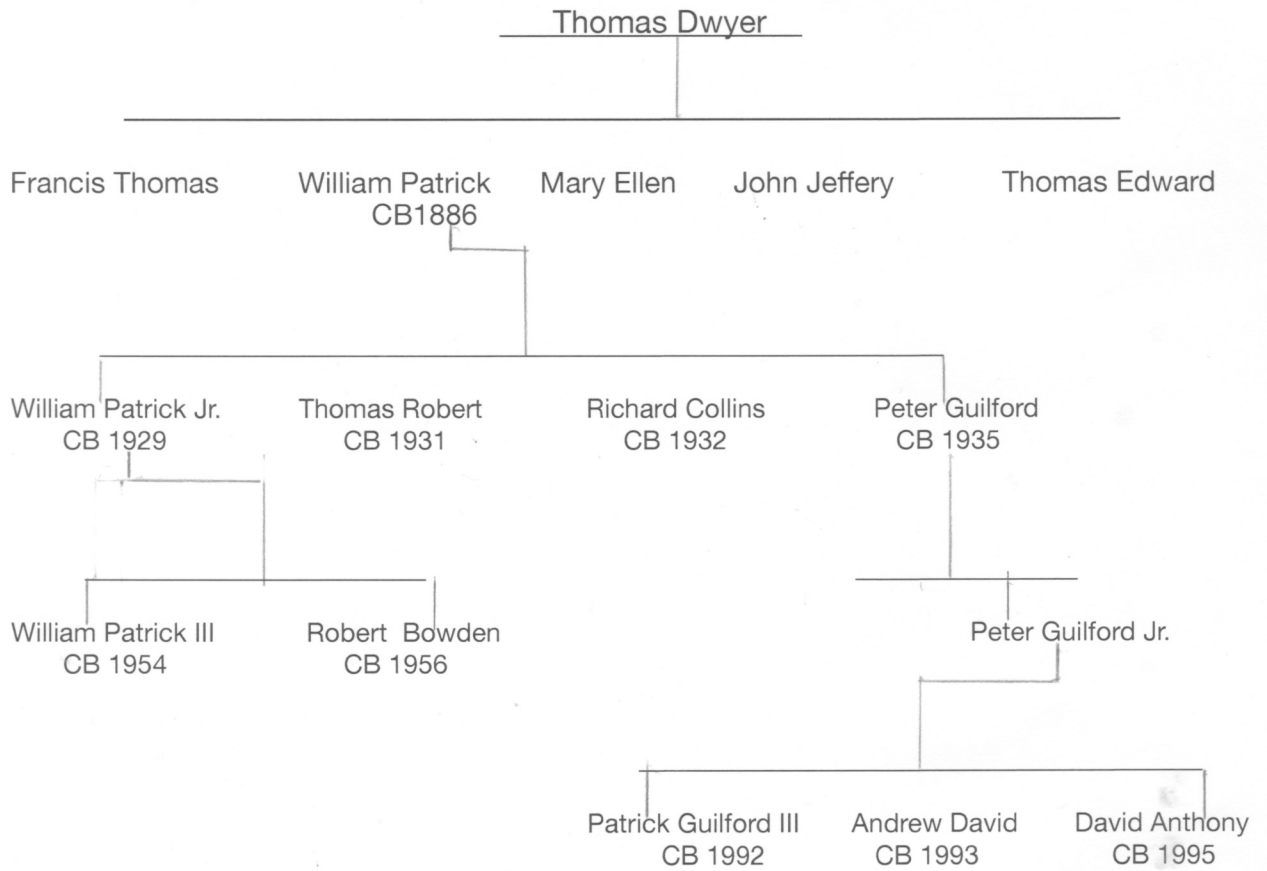


Captain Thomas Dwyer Family History

Thanks to Rick Dwyer Christian Brothers
"53

The Dwyer Family



Dwyer Family History

The following is a brief story of the Dwyer family in Sacramento , Christian Brothers and the Cathedral.

Tom Dwyer purchased and donated the land that the Cathedral occupies. I was told, but not confirmed, that he also supplied the bricks from his Sacramento Brick Company that were used to construct the Cathedral.

There were four generations of Dwyers that attended CBS.

Captain Thomas Dwyer

Thomas Dwyer was born in 1831, and was endowed with a spirit of enterprise; and when, in 1848, some acquaintances try to persuade him to go with them to New World, he readily consented. He came to Toronto, in all of the vigor of his young manhood, and there commenced the battle of his life. He engaged in the lumber trade, working at that during the winter, and on a farm during the summer. In 1852 he came to the United States, going to Ohio; and there he obtained his first contract work, the getting out of a certain number of railroad ties. After this he came to Lake County, Illinois, and again worked on farms in the summer, going to the pine woods of Wisconsin in the winter, where sometimes for six weeks continuously the sun never melted the snow from the sides of the trees nor from the roof of his shanty.

in 1859, and during the Pike's Peak excitement, in company with a party of friends, Thomas Dwyer started for the gold diggings, where on the Missouri River at Council Bluffs, they learned that Pike's Peak gold excitement was a humbug, and some of the party turned back; but Thomas Dwyer and his partner struck out boldly for California, the land of golden sunshine.. They came with ox teams, and after a journey of five months arrived in Susanville on September 3, 1859. He spent a year in mines of Shasta County, and went to Chico during the following summer and ran a thrashing machine in Butte and Colusa Counties. When the season's farm work was over, he bought some timber-land on the Sacramento River of Colusa County and commenced cutting the woods.

In the early days before the advent of the railroad, many parts of this region were inaccessible, except by water, and all freight for Sacramento and the mines came by way of the river. Consequently there was great rivalry in the shipping business, which was one of the most profitable fields of activity at that time.

Thomas got together about 2,500 cords, taking in a partner to share the expense, bought a wood barge, and brought the wood down to Sacramento, where he could dispose of it to these schooners in the river. This was the origin of what is today known as Sacramento Transportation Company. He afterward bought a small steamer to tow his barges.. About this time, in 1866, J. H. Roberts, H. L. Miller, Michael Rigney, N. McNear, and C. Clots were added to the firm, which was then known as the Sacramento Wood Company. In 1879 the name was changed to the Sacramento Transportation Company, and the firm was incorporated under the laws of the state.

Notwithstanding the California Steam Navigation Company running in opposition to them, their business steadily grew from year to year. Increased towing facilities being required, the "Verona" was added to their fleet in 1873; the "San Joaquin No. 2" in 1877; the "San Joaquin No.4" in 1882; the "Governor Dana", "Dover", and Flora" in 1883; and in 1889 another steamer was added. At

that time the company operated a fleet of twenty barges, which have been added to from time to time to accommodate their fast-growing trade.

The company extended its route to McIntosh's Landing, one hundred and sixty miles above Sacramento. It also operated seven barges and had several traction engines of the Roberts Doane pattern, running from the foothills on both sides of the river, carrying grain to the river landings for shipment to tidewater. Each engine drew a train of from fifteen to twenty wagons.

In 1881 the company engaged in the manufacture of brick, erecting kilns on the Riverside road, five miles below the city of Sacramento, where they used the most approved appliances. In 1888 a new patent system was introduced, called the kilns, with a capacity of 60,000 bricks per diem; they also had in operation four Quaker brick machines, with a capacity of 140,000 daily.

In 1868 Thomas Dwyer was married to Ellen Flanagan and they had five children: Francis Thomas, Mary Ellen (Mrs. Robert T. Devlin), John Jeffrey, William Patrick, and Thomas Edward. Mr. Dwyer died in 1890, and Mrs Dwyer in 1896.



CALIFORNIA BRICKS

[Home Page](#) | [Brickmakers](#)

Sacramento Brick Company, Riverside Plant

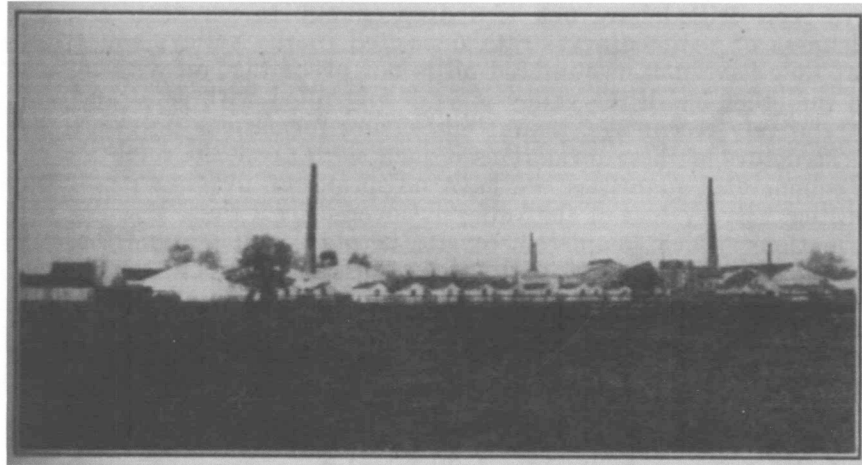
Sacramento Transportation Company

History



From Architect and Engineer, 1913.

In the late 1870s, the Sacramento Transportation Company, which ran a steamboat business on the Sacramento River, decided to enter the brick manufacturing business to ship Sacramento brick to the San Francisco market. Two sites on the east bank of the Sacramento River had good brick-making clay deposits. At Riverside, 5 miles south of Sacramento, was found a 12-foot thick section of dark, loamy soil, underlain by micaceous gray clay and river sand extending a quarter mile from the river. At Freeport, 9 miles south of Sacramento, was a dark, loamy, micaceous clay extending for a mile from the river. In 1879, the transportation company formed the Sacramento Brick Company to operate these clay deposits. The company office was located at Front and N streets, Sacramento.



View of the Sacramento Brick Company's Riverside plant on the Sacramento River. From Root, 1925.

The Riverside grounds occupied 182 acres. A Marion steam shovel, with a 1 1/2 cu. ft. bucket, along with a dragline scraper was used to dredge the material from the pit, which was 16 feet deep. In 1955, a 1 1/2 yard Bucyrus Erie dragline was used to mine and stockpile the clay. Initially a steam locomotive was used to convey the four-ton dump cars from the pit to the plant a distance of about one quarter mile. There were two locomotive and 32 dump cars. By 1928, gasoline dinkey locomotives were used for haulage.

The material was put into the hoppers and elevated to the pug mill where it was tempered with water and thoroughly mixed. From the pug mill, the clay passed automatically to the brick machines, where it was molded into bricks and sanded by machinery. In 1890, there were five Quaker brick machines, with a pug mill attached to each, and each having a capacity of 30,000 brick per day. In 1908, these were replaced by five Monarch soft-mud machines. In 1928, the bricks were dusted with red ground grog from an outside grog grinder and storage bin. The excess clay from the molds was conveyed by endless belts to the hoppers of the pug mills. By 1955, the bricks were made by an extruding machine and cut by a revolving wire cutter.

The brick machines were connected with a line of shafting which was run by a 130 h.p. engine, later replaced by a 250 h.p. Corliss steam engine. In the 1890s, the wet bricks were placed on pallets, six bricks to a pallet, and six pallets at a time were wheeled to the drying yard, where they were stacked in tiers ten pallets high. The bricks air-dried for six days. This was later replaced by a wire cableway that transported the wet bricks to steam-rack dryers, where they were dried in about 18 hours.

The bricks were initially fired in two continuous, 16-compartment, Hoffman kilns, which were oval shaped, 250 feet long, 60 feet wide, and 12 feet high. Each had a capacity of 50,000 brick per day. These kilns had 16 doorways by which the bricks were taken in and out. The smoke chambers and flues were connected with a smokestack about 130 feet high. Coal was used for fuel. By the late 1920s, nine open-draft field kilns were used to fire the bricks for seven days at temperatures of 1700 to 1750 degrees F. Each kiln had a capacity of 400,000 to 500,000 bricks, and oil was used for fuel.

The finished brick were loaded onto company barges, each with a capacity of 200,000 brick, and shipped to Sacramento, San Francisco, and all points in between. The company shipped the bricks to their yard at Third and Berry streets in San Francisco from 1887 to 1929. In 1890, 17 million bricks

per year were shipped, but this rate declined over the years. In 1890, the yard employed 160 men from April to November, and about 40 during the remainder of the year. Most of the laborers were Chinese. Employment dropped to 35 to 50 by 1955. In the 1890s, James O'Neil was superintendent of the Riverside plant. In 1917, H. Rolff was superintendent. The Riverside plant closed in 1969.

Brickyard was important Riverside-Pocket area business

By LANCE ARMSTRONG



The Sacramento Brick Co. brickyard is shown in this 1938 photograph. Bricks manufactured at this now-defunct Riverside-Pocket area business were used in the construction of such famous Sacramento buildings as the Memorial Auditorium, the Elks Building at 11th and J streets and the Cathedral of the Blessed Sacrament.

(Photo courtesy of PHCS)

The Riverside-Pocket area undoubtedly has much history, but it is certainly not everyone who knows that the area has a direct connection to some of the capital city's most renowned architectural structures.

Buildings such as the Memorial Auditorium, the Elks Building at 11th and J streets, the Cathedral of the Blessed Sacrament, a portion of the state Capitol and various structures in Old Sacramento, for instance, have a commonality that link them together for an obvious local trivia question.

These local landmarks were all constructed with bricks that were made at the Sacramento Brick Co., which opened on Riverside Road (today's Riverside Boulevard) in

1881.

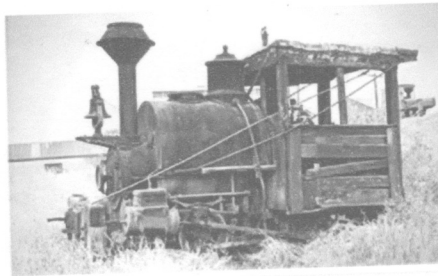
Additionally, the company, which was originally owned by Thomas Dwyer, also supplied bricks for reconstructing part of San Francisco following the great 1906 earthquake and fire.

By this time in the company's history, the brickyard was already quite notable, as is evident by a reference in the 1890 History of Sacramento County, which reads: "(The brickyard has) in operation four Quaker brick machines with a capacity of (manufacturing) 140,000 (bricks) daily."

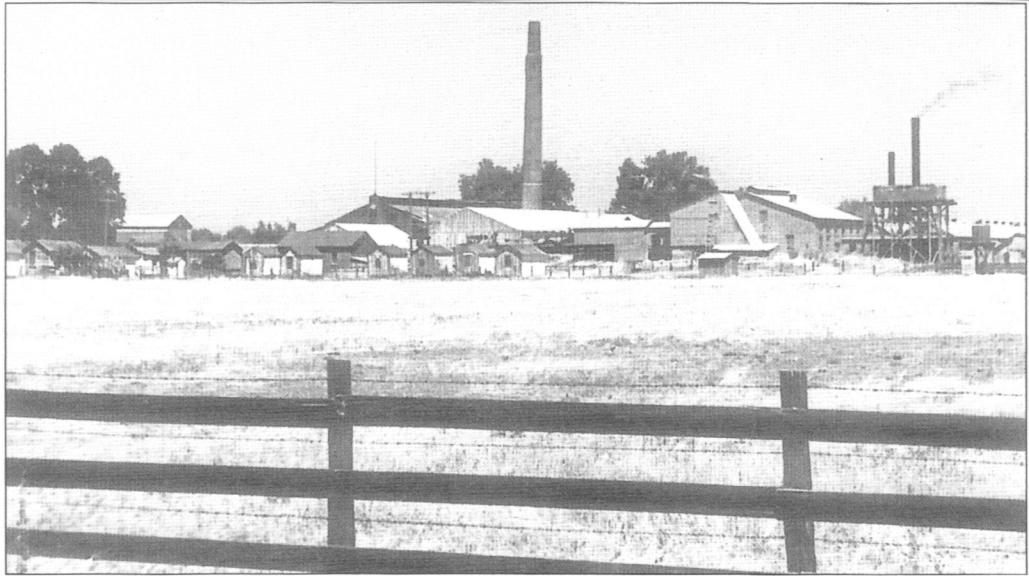
During summer months, the brick-making plant utilized clay-like soil for its production that was dug from the "clay pit" in the area of today's Lake Greenhaven, near John F. Kennedy High School.

The bricks were created according to an on-demand contract basis, yet the demand was high enough to provide enough employment that such a large amount of clay - as it will be referred to for the remainder of this article - was eventually dug from the area that the "clay pit" reached the level of the water table, thus forming the beginnings of today's Lake Greenhaven.

Brick by brick



This c. 1960 photograph shows one of the locomotive engines, which pulled the cars that transported clay from the clay pit to the factory at the Sacramento Brick Co. on Riverside Road. (Photo courtesy of PHCS)



THE SACRAMENTO BRICK COMPANY. Located off of Riverside Road in the northern Pocket area, the company began operation in 1854 and was the first brickyard in Northern California. The principal market for the brickyard was San Francisco, but several important early brick buildings in the Sacramento area were built with material from this brickyard. These buildings include the Cathedral of the Blessed Sacrament, the Memorial Auditorium, the foundation of the State Capitol, and St. Joseph's Church in Clarksburg. The brickyard closed its operations on January 3, 1971, due to encroaching suburban development.

From: Nikki Davis nikki@stewartsac.com
Subject: Deed information re: Cathedral property
Date: October 23, 2019 at 10:41 AM
To: jkirrene@sbcglobal.net
Cc: Lori Coffee lori@stewartsac.com



Good morning Jerry,

Lori Coffee, our marketing rep, was kind enough to go down to the county clerk this morning, and after some research, found the attached "Indenture" that was executed in April, 1885 which looks like it is a transfer of the property to Thomas Dwyer. It's in cursive handwriting, and a bit difficult to read, but I think this is what you were looking for.

Please let me know if you have any questions, and I hope to see you soon!

XOXO,
Nikki

Nikki Davis
Sr. Escrow Officer / Branch Manager
Stewart Title of Sacramento
730 Alhambra Boulevard, Suite 202
Sacramento, CA 95816
916-492-7220 phone
916-492-7229 fax
nikki@stewartsac.com



stewart
Voted and verified.



DWYER FAMILY IN SACRAMENTO

Thomas Dwyer

Thomas Dwyer a local shipping merchant, purchased property at Eleventh and K Streets, one block north of the capitol and directly across the street from the Christian Brothers School for Bishop Manogue to Build the Cathedral Of the Blessed Sacrament. .

Pg.34

Mrs. Thomas Dwyer donated the stained glass windows of the Ascension of Jesus Christ that is over the main Sanctuary of the Cathedral.

PG. 35

The above is from The Diocese of Sacramento by Father Steven Avella S.J.

William Dwyer

17, arrived several
to
Mrs. Dwyer

Eleventh day of April A. D. one
thousand eight hundred and
Eighty Four between Barbara

Louisa M. Weil, Kate J. Weil, Cathie F. Weil, and Fred C. Weil parties of the first part, and Thomas Dwyer party of the second part. Witnesseth: That the said parties of the first part, have granted, and by these presents do grant unto the said party of the second part, all those lots, pieces or parcels of land, situate, lying and being in the County of Sacramento, and State of California, and known, and designated, as the South half of the East Quarter, of Lot Eight, and the West fifty feet of Lot Seven between J and K and Eleventh and Twelfth Streets in the City of Sacramento. Together with all and singular, the tenements, hereditaments, and appurtenances, thereunto belonging or in anywise appertaining. To Have, and to Hold, unto the said party of the second part, and his heirs, and assigns forever. In Witness Whereof, the said parties of the first part have hereunto set their hands and seals, the day and year first above written.

Mrs. B. C. Weil
Louisa M. Weil
Kate J. Weil
Cathie F. Weil
Fred C. Weil

State of California
County of Sacramento

On this Eleventh day of
April, in the year 1885, before

me A. Leonard a Notary Public, in and for said County personally appeared Mrs. B. C. Weil (widow) Louisa M. Weil, Kate J. Weil, Cathie F. Weil and Fred C. Weil, known to me to be the persons, whose names are

Barbara Veitnal
do
Thos Dwyer

This Indenture, made this
Eleventh day of April A.D. one
thousand eight hundred and
Eighty Four between Barbara Veitnal
Louisa M. Weil, Kath J. Weil, Cathie P. Weil, and Fred
C. Weil parties of the first part, and Thomas Dwyer
party of the second part. Witness: That the said parties
of the first part, have granted and by these presents
do grant, unto the said party of the second part, all their certain
lots, pieces or parcels of land, situate, lying and being
in the County of Sacramento, and State of California,
and known, and designated as the South Half, of the
East Quarter, of Lot Eight, and the West fifty feet, of
Lot Seven between J and K, and Seventh and Tenth
streets in the City of Sacramento. Together with all
and singular, the tenements, hereditaments, and ap-
purtenances, thereto belonging or in anywise
appertaining. To have, and to hold, unto the said
party of the second part, and his heirs and as-
signs forever. In Witness Whereof, the said parties
of the first part have hereunto set their hands and
seals, the day and year first above written.

Mrs. B. C. Weil
Louisa M. Weil
Kath J. Weil
Cathie P. Weil
Fred C. Weil

State of California
County of Sacramento

On this Eleventh day of
April, in the year 1884, before
me A. Leonard a Notary Public in and for said County,
personally appeared Mrs. B. C. Weil (widow) Louisa M.
Weil, Kath J. Weil, Cathie P. Weil and Fred C. Weil,
known to me to be the persons, whose names are
subscribed to the foregoing instrument, and acknowl-
edged to me that they executed the same.

A. Leonard
Notary Public.

Recorded at request of Thos. Dwyer April 16th 1884
at 11 1/2. at 1 PM.

DEED SHOWING THOMAS DWYER SR PURCHASE
LAND THAT CATHEDRAL WAS LOCATED

Delta King

Delta King is a 285-foot-long sternwheel steamboat (87 m) and the sister ship of *Delta Queen*, built in Scotland and California for the California Transportation Company's service between Sacramento and San Francisco, California. She entered service in 1927 and continued until 1940. After wartime service with the United States Navy, *Delta King* served as an accommodation ship at Kitimat, British Columbia in the 1950s and then returned to California for static use at Old Sacramento where she remains as a hotel, restaurant and venue.

Contents

Design and construction

History

Current uses

See also

References

Further reading

External links

Design and construction

The steel hull, up to the underside of number 2 deck and steam engines was ordered in April 1924 as Yard No.1168 from the William Denny & Brothers shipyard on the River Leven adjoining the River Clyde at Dumbarton, Scotland, and shipped on 8 November that year.^[2] The paddle wheel shaft and cranks were supplied by Krupp Stahlwerke AG, Germany. Denny persuaded the owners to adopt the builder's own structure for steel girders, allowing traditional hog chains to be dispensed with.^[2] *Delta King* was shipped in pieces to Stockton, California in November 1924 for assembly and completion by California Transportation at their yard at Banner Island, Stockton.^[2]

As designed, the hull of *Delta King* measured 1,150 GRT, and displaced 1,700 tons. She was 250 feet (76 m) long, 77.1 feet (23.5 m) wide, 11.8 feet (3.6 m) and drew 7.0 feet (2.1 m), though this would have changed when the

Delta King



Delta King moored in Sacramento

History

Ordered:	1924
Builder:	William Denny & Brothers
	California Transportation Company
Cost:	\$875,000
Christened:	20 May 1927

General characteristics

Tonnage:	1837 (gross)
Length:	285 ft (87 m)
Beam:	58 ft (18 m)
Draft:	11 ft 6 in (3.51 m)
Installed power:	2,000 hp (1,500 kW)
	Compound steam
Propulsion:	Sternwheel

Delta King

U.S. National Register of Historic Places

additional wooden decks and stern-wheel were added.^[2] A pair of two-cylinder compound horizontal engines (Denny's Special Order 1090-1091) were designed to produce 1,500ihp, and steering was by four rudders; the stern wheel was constructed of fir, with 28 arms and paddles.^{[2][3]} At Stockton the upper decks were completed and the ship fitted out. Above a main deck of Siamese ironwood were two further decks constructed from oak, teak, mahogany and cedar. Cabins were opulent and equipped with air conditioning and heating. The lower decks also carried freight and cars.^[3]

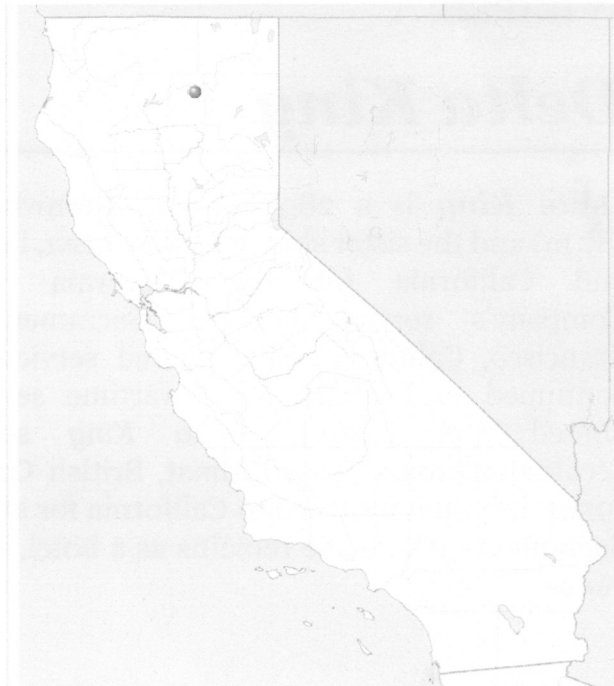
History

When they entered service in 1927 on California Transportation Company's regular 10-hour Sacramento River service between San Francisco and Sacramento, and on excursions to Stockton on the San Joaquin River, *Delta King* and *Delta Queen* were the most lavishly appointed and expensive sternwheel passenger boats ever commissioned. In the 1930s ownership passed to River Lines Inc.^[3] Driven out of service by a new highway linking Sacramento with San Francisco in 1940, the two vessels were laid up and then purchased by Isbrandtsen Steamship Lines for service out of New Orleans, though this plan was abandoned when the United States Navy requisitioned the ships.^{[4][5]}

In November 1940 the two vessels were commissioned by the Navy for duty as a receiving ships for naval reservists in San Francisco Bay as USS *Delta King* (YHB-6) and USS *Delta Queen* (YHB-7) respectively.^{[4][5]} On 5 July 1944 she was redesignated YFB 55 as a naval ferry in the San Francisco area and on 17 April 1946 struck from naval service.^[4]

In the 1950s *Delta King* was towed to serve as home to hundreds of men who were employees of the being constructed ALCAN Aluminum plant and the Kemano Dam power project in the early 1950s in Kitimat on the northern coast of British Columbia. The ship was used as a bunkhouse for the single men as the townsite was literally carved from the wilderness. After changing hands several times, and while owned by Gus Skarakis et al. and berthed near Rio Vista, California, *Delta King* was listed on the National Register of Historic Places in 1978. By then the engines and paddle wheel had been scrapped and much of the interior stripped.^[3]

In 1981 she sank for unknown reasons while laid up in Richmond, California in the San Francisco Bay area. When raised a year later, it was later found the damage was minor, and she was raised and began a five-year restoration costing \$9 million. Returned to Sacramento, she was re-opened on 20 May 1989.^[6]



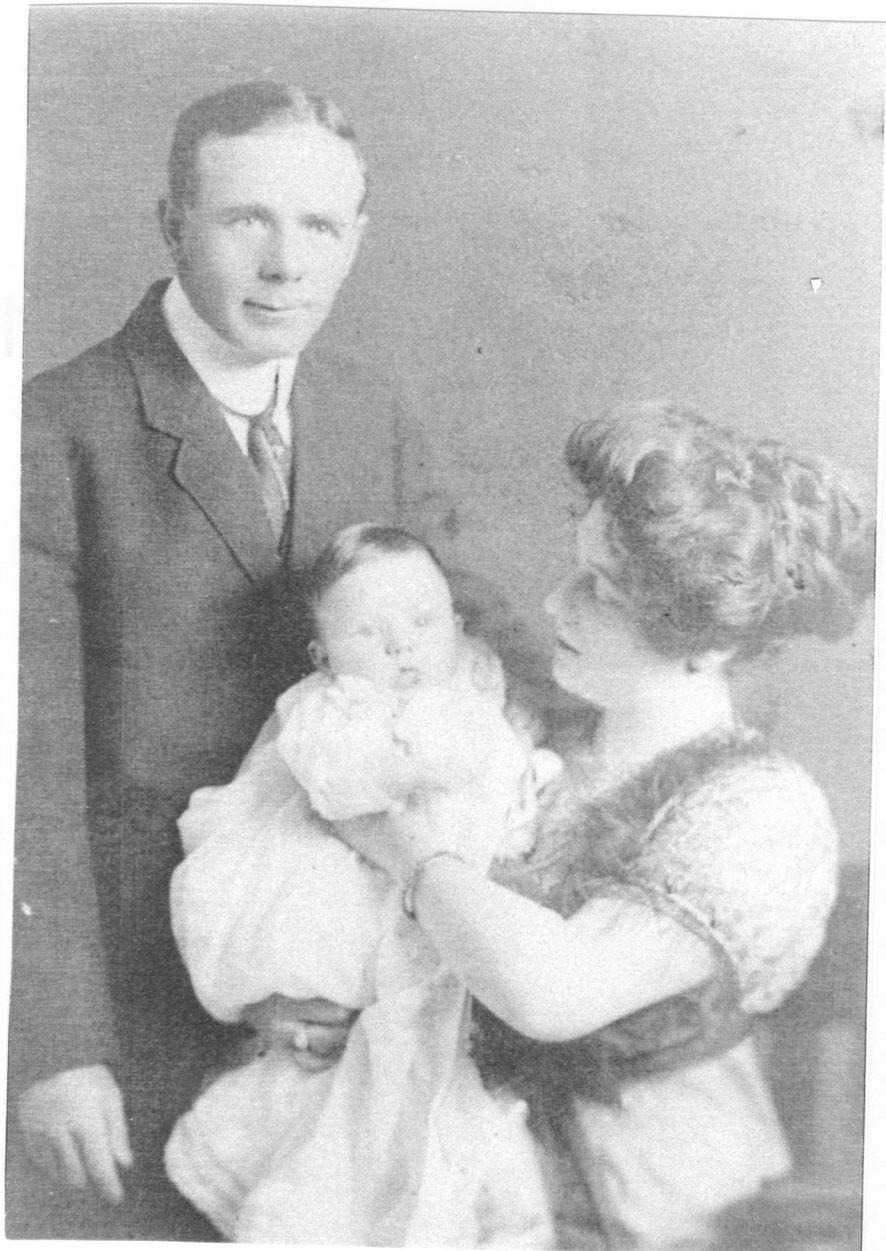
Nearest city	Sacramento, California
Coordinates	38°34′58″N 121°30′25″W﻿ / ﻿38.58278°N 121.50694°W﻿ / 38.58278; -121.50694
Area	less than one acre
Built	1923
Architect	California Transportation Co.
NRHP reference No.	78000797 (https://npgallery.nps.gov/AssetDetail/NRIS/78000797) ^[1]
Added to NRHP	31 March 1978



The Delta King Hotel at dusk.

William Patrick Dwyer CB 1886





William P. Dwyer

President of the Sacramento Transportation Company, has given to this organization the best efforts of his life and he represents a pioneer family long connected with navigation interests of the Pacific coast. He was born in the capital city on the 30th of October, 1876, a son of Thomas and Ellen (Flanagan) Dwyer, and comes of Irish ancestry.

His father settled in California's capital and at once engaged in shipping on the Sacramento river. He operated a line of boats under the name of the Sacramento Wood Company, which was formed in 1869, and subsequently this became the Sacramento Transportation Company. The name Thomas Dwyer was among the best known in navigation circles here and in San Francisco. It operates several steamers and barges and is one of the oldest and largest concerns of the kind in this part of the country. For nearly forty years William P. Dwyer has concentrated his attention on business, formulating well devised plans its growth and prosperity and never deviating from the high standards instituted by his father, whose executive force and keen sagacity he inherited in full measure. He had spent years on the river directing barge hands, and he displayed rough-hewn demeanor. He was said to be a very direct man with a businesslike manner. He didn't mince words, but overall he was fair and well respected.

Advantages were accorded William P. Dwyer, who was graduated from the Christian Brothers College as a member of the class of 1890 and continued his studies at St. Mary's College in Oakland, California, where he received the degree of Bachelor of Arts. He then entered his father's employ, starting as a clerk and gradually advancing through the various departments as he gained knowledge and experience. At length he qualified for the responsibilities of an executive and since 1920 has successfully controlled the business as its president.

By 1931 freight business had fallen off badly. To make matters worse, competition for the remaining freight was fierce; river boat and barge operators fought for what little there was. One operator--the Fay Transportation Company, which ran diesel freight boats--was singled out by C.T. Co. and accused of unfair competition. The C.T. found an ally in the Sacramento Navigation Company, a firm operating a fleet of barges and stern wheel towboats primarily on the river above Sacramento.

In late 1931, the two companies joined together and filed a formal complaint against Fay transportation, alleging that Fay's operations were being conducted illegally, that their rates were discriminatory and unethical. The complaint, made to the state railroad Commission (predecessor to the Public Utilities Commission), further stated that unless the situation was remedied, a disastrous rate war on the river would erupt. At a hearing on the complaint, commissioner Fred G. Stevenot proposed the three litigants bring their companies together under a unified operation. He said this would prevent the firms from fighting each other for existing tonnage, which was not enough to support all three under separate management anyway. The companies followed the advice.

On February 1, 1932 they set up an operating service and called it The River Lines. Their agreement did not constitute a merger. Each of the three firms—California Transportation Company, Sacramento Navigation Company and Fay Transportation Company—keep its own identity. But all business would be handled through one unified River lines management. Capt. A.E. Anderson (C.T.Co. president) became chairman of the board of the new consortium, W.P. Dwyer, owner of the Sacramento Navigation Company, became its president.

William P. Dwyer was united in marriage in San Francisco with Miss Ethel Clare, a native of that city. They are the parents of four sons: William Patrick Jr, '29 Thomas Robert '31, Msgr. Richard Collins '32 and Peter Gilford '35.

Mr. Dwyer spends many of his leisure hours at the Del Paso Country Club. Fraternally he is a member of the Elks Club, Family Club of San Francisco, the Sutter Club, and through his membership in the Rotary Club he manifests his public spirit and devotion to the general welfare. He has never sought political office, preferring to remain in the background, but his strength of character and genuine worth are well known to his fellow citizens, who entertain for him high regard.

Patrick Jr. '20 Had Four Children.

William Patric JR. 29'

Thomas Robert '31

Richard Collins '32

Peter Guiolford '36

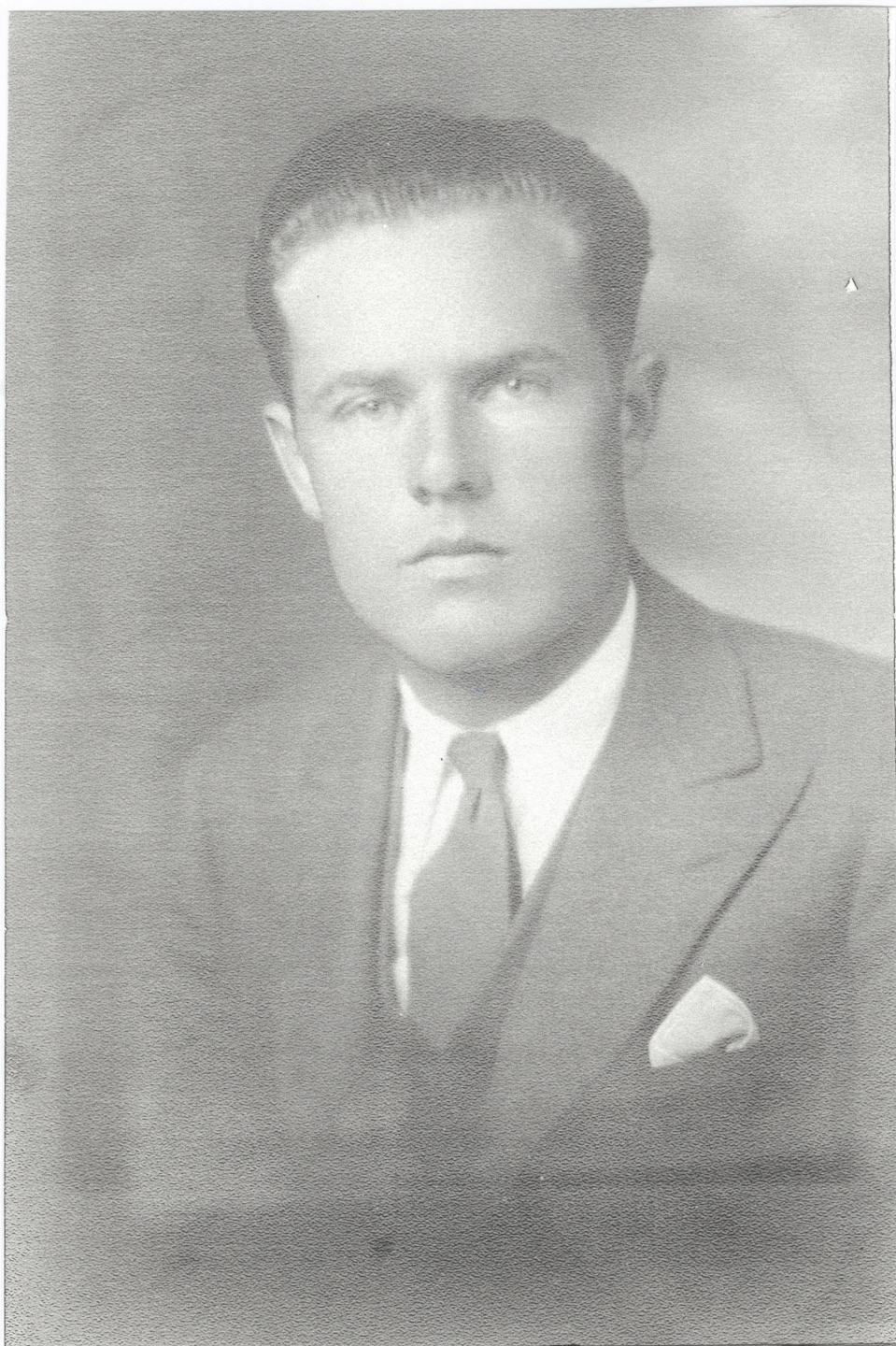


(L to R) Tom Dwyer, Msgr. Dwyer, Rick Dwyer, Pete Dwyer, William Dwyer



(L to R-top row)- Tom Dwyer, Rick Dwyer, William Dwyer, Pete Dwyer
(L to R - bottom row)- Msgr Dwyer, (unknown)

William Patrick Dwyer Jr. '29



William Patrick Dwyer Jr. '29 went to Undergraduate and Law School at Stanford University. Upon graduation he returned to Sacramento to practice law. He had two sons that went to Christian Brothers ; William Patric "Rick" Dwyer III "54 and Robert Bowden Dryer "58.

\



(Bottom row, 4th from left) William Dwyer with the Stanford Law School Graduates

Geophysical Service
FOR
SERVICE

3831

Thomas Robert Dwyer '31

Delta And River Lines Become Single Firms

The Delta Lines, Inc., and the River Lines, presently operated in conjunction, will become separate companies beginning Monday.

The Delta Lines will take over all pickup and delivery service now handled by the River Lines. The River Lines will continue to operate vessels and will handle freight from dock to dock.

Office Locations

The Delta Lines will have offices in Sacramento, Stockton, San Joaquin County, Oakland and San Francisco.

The changes were announced today by T. R. Dwyer, who will be president of the Delta Lines.

Dwyer's father, W. P. Dwyer, has resigned as president of the River Lines, but will be chairman of the board of directors of the Delta Lines.

N. A. Fay of San Francisco, now vice president of the River Lines, will become president of that company.

Fresnan Is Agent

Dwyer announced the appointment of Gerald Underwood of Fresno, who has had 12 years of trucking experience, as agent in charge of the Sacramento office of the Delta Lines. Underwood's office will be at Second and O Streets, telephone 2-0441.

In taking over the trucking rights and trucking equipment of the River Lines, the Delta Lines will have 110 pieces of equipment.

The Delta Lines is the successor of the old Sacramento Navigation Company, founded by Captain Thomas R. Dwyer in 1852. Captain Dwyer was the grandfather of T. R. Dwyer.

CITATION (AGLC STYLE)

Sacramento Bee (online), 10 May 1946 3 -https://infloweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANX-NB-14502C4C2B40D5E0%402431951-14502932C207F7ED%402-14502932C207F7ED%40

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ANNOUNCING . . .

THE RIVER LINES pickup and delivery service on and after May 13th, 1946, will be conducted by

DELTA LINES, INC.

who will handle all freight both terminal to terminal and pickup and delivery to points formerly served by The River Lines and their truck connections.

The River Lines will continue to operate vessels and will handle less than carload and carload freight by vessel from dock to dock. All terminal provisions relative to dock to dock carload traffic will remain in effect.

FOR PICKUP SERVICE CALL DELTA TERMINALS AT . . .

SACRAMENTO, 2nd & O Streets, Phone 2-0441

Thomas R. Dwyer, President

GERALD UNDERWOOD, Agent

San Francisco,
51 Howard St.,
SUtter 8967.

Oakland,
315 Magnolia St.,
TWIn Oaks 3778.

Stockton,
El Dorado & Channel,
4-4561.

William Patrick Dwyer, Sr., Founder And President Of Delta Lines, Succumbs At 72

William Patrick Dwyer, Sr., 72, president of the Delta Lines, died yesterday afternoon in a local hospital. He had been ill for several months.

He was born in 1876, the son of Thomas and Ellen Dwyer, who came across the plains to Sacramento in 1860. In 1869, his father opened the Sacramento Wood Company, operating a line of barges on the Sacramento River between San Francisco and Red Bluff, Tehama County. In 1882 the company was reorganized and was named the Sacramento Transportation Company, operating four steamers on the river as well as several barges and traction engines.

Educated In Sacramento

Dwyer was educated in Sacramento at the old Christian Brothers School at Twelfth and K Streets, and at St. Mary's College in Oakland, where he received a bachelor of arts degree. Upon the death of his father in a train accident in 1892, he went to work for the transportation company as a clerk and pilot and worked his way up to head agent in 1901. In 1918 he became president of the organization.

The River Lines was formed in 1932 when the California Transportation Company, the Fay Transportation Company and the Sacramento Transportation Company merged and Dwyer became the president of the corporation. The lines' famous palatial passenger steamers, the Delta King and Delta Queen, operated until 1941 carrying passengers between Sacramento and the bay area.

Dwyer relinquished his interest in



William P. Dwyer, Sr.

the River Lines two years ago. Taking over the truck and freight departments, he formed the independ-

ent Delta Lines, of which he became president. His son, Thomas Robert of San Francisco, is vice president and manager of the concern.

Other sons who survive are William P. Dwyer, Jr., a Sacramento attorney; Peter G. Dwyer of Colusa, who manages the Sacramento River Warehouse Company, with which the elder Dwyer was associated; and Rev. Richard C. Dwyer of Sacramento, editor of the Superior California Register, Catholic newspaper for the Sacramento Diocese.

His wife, Mrs. Ethel Clare Dwyer, resides at 2771 Land Park Drive. Also surviving are a sister, Mrs. Mary E. Devlin, and eight grandchildren.

Dwyer was active in many organizations in Sacramento and at one time was an ardent golfer. He belonged to the Sutter Club, the Elks Lodge, the Del Paso Country Club, the Family Club of San Francisco and the Transportation Club of San Francisco.

A solemn requiem mass will be offered in the Sacred Heart Catholic Church at 11 A. M. Wednesday, followed by private burial in St. Mary's Lawn Cemetery. The cortege will form at 10:30 A. M. at the chapel of the W. F. Gormley & Sons Funeral Home.

The white footed mouse is a mouse after all but he does not deserve the black reputation accorded the house mouse and the meadow mouse. Owls, hawks and other predators are continually after him.

Truckers Will Extend North State Service

WOODLAND, Yolo Co., July 1.

The Delta Lines, Inc., with terminals in Sacramento, Oakland and San Francisco, has informed directors of the Woodland Chamber of Commerce it contemplates expansion of its Superior California trucking service to include Woodland, Davis and Winters.

Ray Harris, district sales manager for the firm, told Leonard Payne, secretary of the chamber of commerce, an application will be made to the California Public Utilities Commission for permission to enter this field.

Harris said other Superior California cities included in the expansion program are Placerville, Folsom and Marysville.

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T. W. Dwyer Heads Truck Owners Group

Thomas R. Dwyer, owner and president of the Delta Lines, Inc., and member of a pioneer Sacramento family is the new president of the Truck Owners Association of California.

Dwyer is the grandson of Thomas Robert Dwyer, who in 1850 formed the Sacramento Transportation Company, which ran boats on the Sacramento River. This company was in existence until 1946 when the late W. P. Dwyer, father of the new TOA official, sold out his ship interests and formed Delta Lines, Inc., a trucking company.

Dwyer is a native of San Francisco, where he now lives.

He was elected to the trucking association office to succeed Frank F. Terramorse of the Kentner Truck Lines. He already has served as vice president of the re-organization.

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CITATION (AGLC STYLE)

Sacramento Bee (online), 5 Feb 1951 17 <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=imag/v2%3A144FDEA786229ACC%40EANK-NB-14FAF7DC3360EF38%402433683-14F8BB7E154BE3E6%4016-14F8BB7E154BE3E6%40>

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Truck Terminal Is Opened

The Delta Lines, Inc., announced the company is undertaking an expansion of its terminal warehouse and offices at 1430 Second Street.

Officials said with the recent addition of franchises permitting truck transport to more cities in Superior California the ware-

house must be enlarged to accommodate additional trucks and trailers.

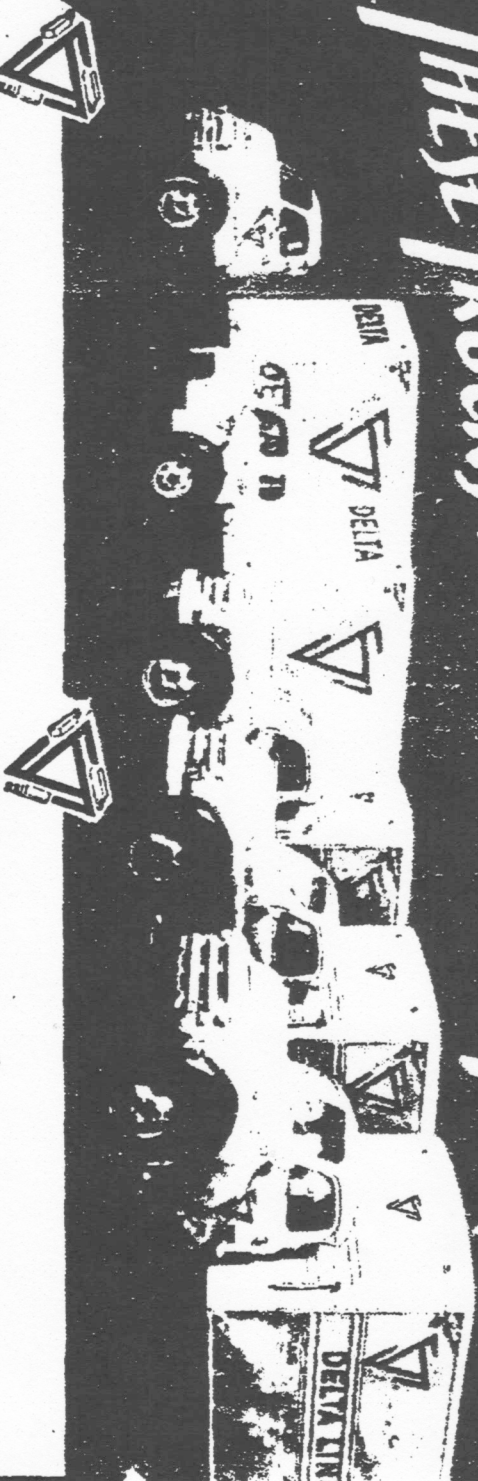
According to the building permit issued by the city, the job will cost \$18,000. Besides additional equipment and loading facilities, the remodeling project will mean increased floor space of 2,000 square feet.

CITATION (AGLC STYLE)

Sacramento Bee (online), 6 Oct 1951 9 <<https://riroweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image%2F%3A144FDEA786229ACC%40EANX-NB-14FCEA8C901DC0F%402433926-14FC0B2C000F301%408-14FC0B2C000F301%408>>

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THESE TRUCKS ARE WORKING FOR YOU!



No matter how simple or how tough your job, whether it's a line haul, low bed, or just pick-up in size, DELTA will deliver more profit for you and you can depend on it! Thousands of satisfied customers have relied on DELTA for years!

Here's the secret why so many customers "Specify DELTA": DELTA offers direct overnight service at no extra cost! No matter where your merchandise is in the DELTA service area, it is picked up, shipped direct, overnight, ready to go to work for you the next day!

DELTA LINES INC.

Building Of New Truck Terminal Will Begin Soon

T. R. Dwyer, president of Delta Lines, said today the trucking firm hopes to begin construction within a month on a new \$310,000 terminal in West Sacramento.

The project will be part of the company's \$1,000,000 expansion and improvement program under which new terminals have recently been built in Los Angeles, San Jose, Santa Clara County, and Stockton, San Joaquin County. The move to the new \$200,000 Stockton terminal was slated to begin today.

Dwyer said the Sacramento terminal will be located across West Capitol Avenue from the El Rancho Hotel and will replace the present facilities at 1430 Second Street.

The new terminal will have facilities to handle 150 trucks, compared with the 112 truck capacity of the present depot. The new plant will include loading platforms, repair shops, fueling facilities, wash racks and offices and will be completed in about four months.

Delta Lines, with head offices in Emeryville, operates from Los Angeles north to Chico, Butte County. The company once operated the Delta King and the Delta Queen on the Sacramento River but now is engaged in trucking exclusively.

CITATION (AGLC STYLE)

Sacramento Bee (online). 31 Oct 1957 47. <https://newsbank.com/apps/news/document-view?p=AMNEWS&docref=image%2%3A144FDEA786229ACC%40EANK-NB-14FCD5F967D545CA%402436143-14FCD5AASADD79D9%4046-14FCD5AASADD79D9%40>

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Delta Lines Expansion Of Service Is Okehed

The state public utilities commission has given authority to Delta Lines, highway common carrier, to offer service between points previously served and the greater Los Angeles area.

The company previously served the San Francisco area, the delta region, the Sacramento Valley and northern San Joaquin Valley. New rights include permission to serve Turlock and Modesto from Southern California and permit direct service between Los Angeles and many points in Northern California.

CITATION (AGLC STYLE)

Sacramento Bee (online), 8 Jun 1954 26 <<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANX-NB-14FB85148EDF7AC7%402434902-14FA9F1CE792C5FB%4025-14FA9F1CE792C5FB%40>>

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SHIPPERS!**

DELTA LINES
INC.

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**NOW OFFERS
DIRECT OVERNIGHT
SERVICE**

between
LOS ANGELES

and {
THE DELTA REGION
THE SACRAMENTO VALLEY
THE NORTHERN SAN JOAQUIN VALLEY
SAN FRANCISCO - OAKLAND BAY AREA



DELTA LINES, INC.

**Sacramento, GI 2-1055
Chico, HI 2-3505
Yuba City, Ph. 3-5409**

CITATION (AGLC STYLE)

Sacramento Bee (online), 14 Jun 1954 29 <<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANK-NB-14FB851994A8F8B5%402434908-14FA9F24B5895459%40>>

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Mother Lode Carrier Buys Stockton Firm

SAN FRANCISCO — Delta Lines, Inc., century old transportation company recently granted authority to operate to and from Los Angeles, has purchased the Stockton Delivery Company.

T. R. Dwyer, president of the motor carrier firm, said the new purchase gives direct, overnight service into the Mother Lode from any point served on Delta's system, including those in Southern California.

The operating rights acquired by Delta cover the area between Stockton, San Joaquin County, and 23 towns to the north and east, including Linden and Bellota in San Joaquin County and San Andreas, Dorrington, Murphys and Camp Connell in Calaveras County.

The Stockton company has been operating in the Mother Lode country since 1913 and was the only certified carrier in this area.

CITATION (AGLC STYLE)

Sacramento Bee (online), 13 Aug 1954 23 :<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANK-NB-14FCE5BA1337CECE%402434968-14FA9F697AD233BA%4022-14FA9F697AD233BA%40>

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Delta Lines Takes Over Other Firm

EMERYVILLE, Alameda Co.

Delta Lines, the largest intra-state motor carrier in California, has assumed control of Nevada California Express. According to Thomas R. Dwyer, president, this extends Delta's direct service to the Nevada side of Lake Tahoe and to the Reno-Carson City area. The company formerly was operated by Vincent Gritsch.

Delta operates 20 terminals in California and serves more than 2,200 cities and communities in California. The acquisition of Nevada California Express makes Delta an interstate operation.

"This extension of Delta Lines service will permit overnight delivery between the Sacramento area and both sides of Lake Tahoe, Reno and Carson City area," Dwyer stated.

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Sacramento Bee (online). 12 May 1965 50. <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANX-NB-155D82E2D0FFCE2A%402438893-155D807C8182BB9F%4049-155D807C8182BB9F%40>

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New Service

Delta Lines, Inc., which traces its history to riverboat shipping in Sacramento more than a century ago and is now headquartered in Oakland, announced it has begun common carrier truck service to Oregon and Washington from California and Nevada.

Operating rights for the new service were purchased from Ringsby Pacific Ltd. Ringsby will continue to provide service east, west and trans-continentially between major cities.

CITATION (AGLC STYLE)

Sacramento Bee (online), 27 Jul 1976 24 <<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANX-NB-15DB5BAAB455FDD3%402442987-15D7C43070E33E34%4023-15D7C43070E33E34%40>>

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Delta Califo

Delta California Industries, whose holdings include Delta Lines, California Motor Express and Sacramento River Warehouse, reported revenues of \$27.7 million and a net loss of \$78,943, or six cents a share, for the first three months of 1977.

The company, which traces its origin to the riverboat days in Sacramento, had net income of \$60,365, or four cents a share, in the comparable quarter last year. DCI, now headquartered in San Francisco, also owns Delta Terminals. Delta Industries and DCI International.

CITATION (AGLC STYLE)

Sacramento Bee (online), 12 May 1977 42 <<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A144FDEA786229ACC%40EANX-NB-15DAC2C19F64237D%402443276-15DABEDB0948296E%4041-15DABEDB0948296E%40>>

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Thomas R. Dwyer

SAN FRANCISCO — Thomas Richard Dwyer, civic leader in California's transportation industry, died Tuesday at age 65.

At the time of his death, Mr. Dwyer was chairman of the board of the Oakland-based Delta California Industries. He joined the Sacramento Navigation Co. in 1935 after graduating from Stanford University. In 1946 he founded Delta Lines which has become one of the largest motor carriers operating in California.

Mr. Dwyer was president and chairman of the California Trucking Association, and was on the executive committee of the American Trucking Association and was a trustee of the ATA Foundation.

He was on the board of directors of Hibernia Bank, American General Insurance Co., Transport Indemnity, Transport Underwriters Inc., California-Western States Life Insurance Co. of Sacramento and the San Francisco Chamber of Commerce.

In addition, the San Francisco resident served on the board of the Catholic Youth Organization and was elected recently to the senior council of the Young Mens Christian Association.

The rosary will be recited at 8 tonight in the Halsted and Company Funeral Home, 1123 Sutter St. A Mass of Christian Burial will be celebrated at 11 a.m. Friday in St. Dominic's Catholic Church, Bush and Steiner streets.

He is survived by his wife, Susie Jane; daughters, Maureen Swinden and Sally Schlicter; brothers, Peter, William and Monsignor Richard Dwyer; and three grandchildren.

The family requests that any remembrances be sent to the Brain Tumor Research Center, Department of Neurosurgery, University of California, San Francisco, 94143.

CITATION (AGLC STYLE)

Sacramento Bee (online), 8 Nov 1979 31 -<https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=imag/e/2%3A144FDEA786229ACC%40EANK-NB-15DD4A805E1A93F4%402444186-15DD46773AB6F871%4030-15DD46773AB6F871%40>

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Monsignor Richard Collins
Dwyer

Pg.60

Rechristening of Delta King

Msgr. Richard C Dwyer

Msgr. Richard Dwyer was the grandson of W.P. Dwyer He graduated from Christian Brothers at 21st and Broadway in the class of '32.

No Pg. Jerry's Imagination

May 20, 1989, dawned clear and warm for the grand opening ----- Just before 2 P.M. , the official rechristening ceremonies began. To honor the scotch origin of the Delta King's hull, a lone bagpiper stood on the top deck a the bow and played "Amazing Grace." Next came the benediction by Father Richard Dwyer, whose family had been one of three owners of the River Lines in the 1930s

Pg. 218

From: "King @ Queen of the River" by Stan Garvey

SACRAMENTO DIOCESAN ARCHIVES

Vol 5

Father John E Boll

No 41

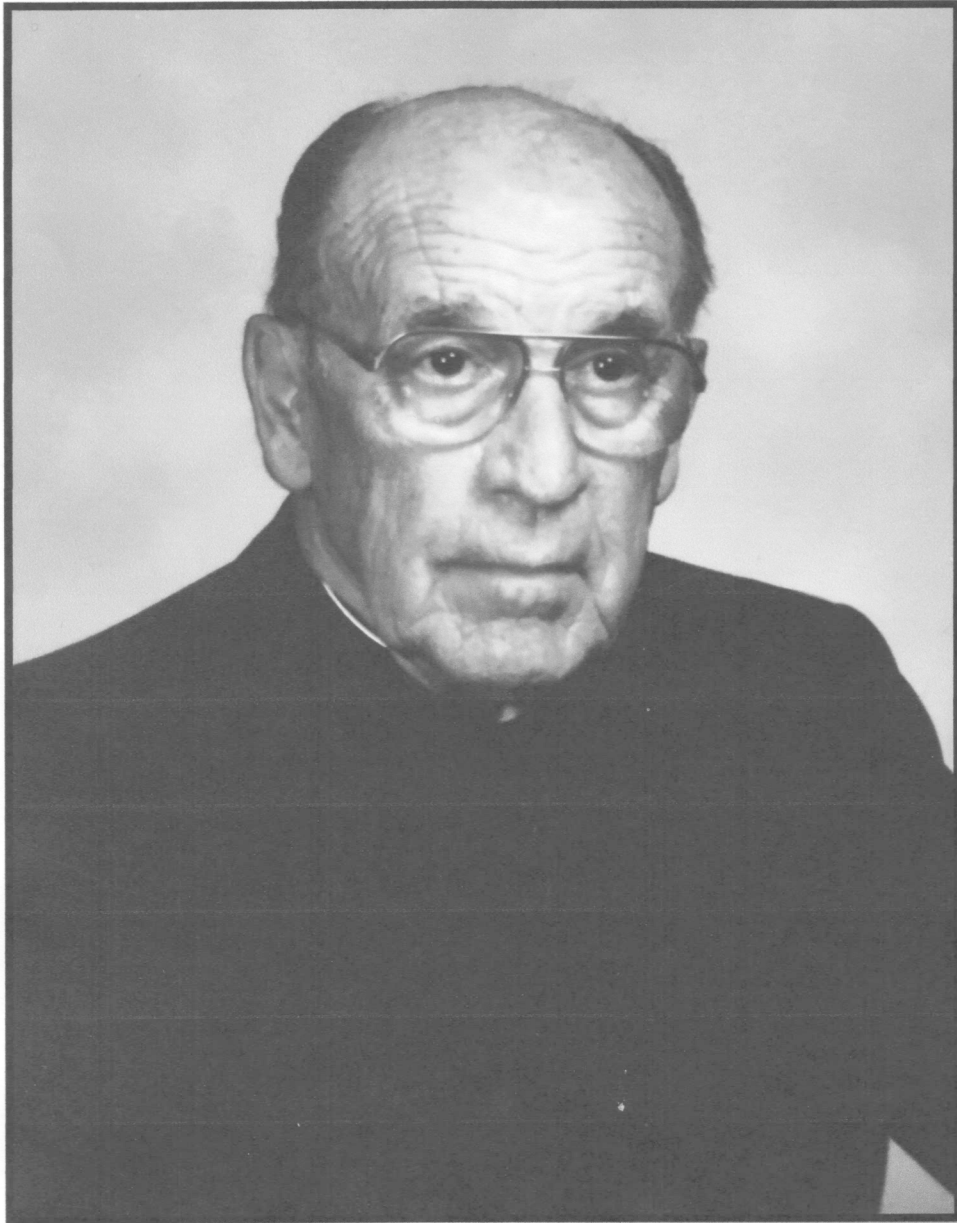
Monsignor Richard Collins Dwyer

Native Son of San Francisco, California

Priest of the Diocese of Sacramento

Pastor Emeritus of Saint John Vianney Parish, Rancho Cordova

August 14, 1915 – October 31, 1994



Richard Collins Dwyer was born in San Francisco on August 14, 1915, the son of William Patrick Dwyer and Ethel Clare. He was baptized in Saint Monica Church in San Francisco.

THE DWYER FAMILY'S EARLY CONNECTION TO THE DIOCESE

The Dwyer family has been part of the greater Sacramento community since the 1800s. Richard's grandfather, Captain Thomas Dwyer, was part owner of the Delta King and Delta Queen river boats which transported people and goods from San Francisco to Sacramento during the California Gold Rush boom and beyond. The Dwyer family would later establish the Delta Freight Line in Northern California that transported goods by truck throughout California.

In the spring of 1885, a year before the Diocese of Grass Valley became the Diocese of Sacramento, Captain Dwyer purchased a parcel of land in his own name on 11th and K Streets for Bishop Manogue as the future site of a new cathedral for Sacramento.

RICHARD BEGINS SCHOOL

The Dwyer family settled in Sacramento and young Richard began his primary education at David Lubin School for his first and second grades. His parents then sent him to Christian Brothers School on 12th and K Streets across the street from the Cathedral and after graduating from the eighth grade, he continued his education at the new Christian Brothers High School on 21st and Broadway for the next four years.



Photo courtesy of Christian Brothers High School

Christian Brothers High School, 21st and Broadway, Sacramento

RICHARD ENTERS SAINT JOSEPH COLLEGE, MOUNTAIN VIEW

During his high school years at Christian Brothers, Richard told his Presbyterian mother he was thinking of becoming a Christian Brother. She responded, "They lived too shabbily. If you want to become a priest that might be alright." In 1932 he was accepted to Saint Joseph College Seminary in Mountain View and after completing two years of college, he moved to Saint Patrick Seminary in Menlo Park where he completed college and began his four years of theological studies.



Photo by John E Boll

Saint Patrick Seminary, Menlo Park, CA

ORDAINED A PRIEST

Richard was ordained a priest by Bishop Robert J Armstrong for service to the Diocese of Sacramento on May 18, 1940 in the Cathedral of the Blessed Sacrament. Eleven years earlier, he had served as an acolyte at the installation of Bishop Armstrong as the fourth bishop of the Diocese of Sacramento.

BEGINNING HIS PRIESTLY MINISTRY

After his ordination to the priesthood, Father Dwyer was first appointed as assistant pastor of the Cathedral of the Blessed Sacrament in Sacramento. He served at the Cathedral parish for eight years, 1940 to 1948, under the leadership of Monsignors Thomas Horgan and Gerald O'Driscoll who were rectors of the Cathedral during those years.

While serving as assistant at the Cathedral, Father Dwyer enlisted Cathedral parishioners to help transform the basement of the Cathedral into a U.S.O Club for soldiers during World War II. After the war, he was instrumental in reaching out to young Catholics in the greater Sacramento area by creating the John Carroll Guild at the Cathedral where young single Catholics could meet and socialize. Through this social ministry, many young Catholics met their future spouses and enjoyed happy and successful marriages as a result of this ministry.

Father Dwyer helped found the Saint Thomas Aquinas Library and the Sacramento Serra Club. His name was also associated with Catholic Action, Family Life Bureau and Industrial and Labor Relations.

ASSIGNED AS EDITOR OF THE CATHOLIC HERALD

After an active and fruitful eight years at the Cathedral, in 1947 Bishop Armstrong appointed Father Dwyer as editor of the *Superior California Catholic Register* which was part of the *Register* chain of Catholic newspapers. Two years later, he helped return the paper back to the *Catholic Herald*, the original name of the paper when it was founded in 1908 and now owned and published entirely by the Diocese of Sacramento.

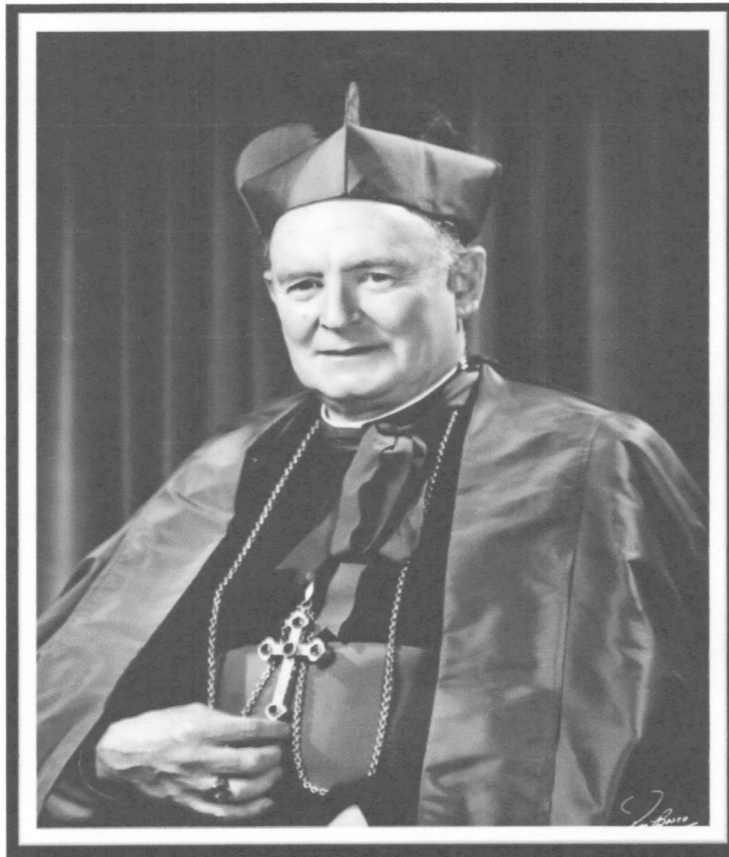


Photo from the Diocesan Archives

Bishop Robert J Armstrong

Bishop Armstrong also appointed Father John Terwilliger as associate editor of the diocesan newspaper. Father Terwilliger was ordained two years after Father Dwyer and these two were friends from seminary days. They worked closely together at the paper from November 1947 to November 1952.

During this time at the *Catholic Herald*, Fathers Dwyer and Terwilliger co-authored a weekly column in the newspaper called "***Just between the two of us.***" It was a popular feature printed on the opinion-editorial page. In this column, the two priests shared their views on the news of

the day as well as discussed political and religious issues. The first column appeared in the March 14, 1948 issue of the paper.

In the last column by these two priests on November 13, 1952, Father Dwyer called the joint venture "a happy arrangement of shared ideas and cooperative effort," praising the "ability, diligence and industry" of Father Terwilliger. Even though the two writers had a difference of "political affiliation," Father Dwyer noted "there has been a unity of opinion and expression that would be found in any conversation between two people who were friends." He credited many changes and improvements in *The Catholic Herald* to the "zeal and industry" of Father Terwilliger.



Photo from the Diocesan Archives

**Father Dwyer at a Serra Club Luncheon with Bishops Bell, McGucken and Governor Pat Brown
1962**

FATHER DWYER BUILDS THE SACRAMENTO NEWMAN CENTER

One day while at the Cathedral, Father Dwyer read in the Sacramento Bee that the State of California was planning to build a state college by the American River on J Street. Without delay, he identified a piece of property across the street from the proposed college entrance and purchased it. He built a center there and gave it to the Diocese of Sacramento. This became the

Sacramento Catholic Newman Center that has served the student community at Sacramento State University ever since.

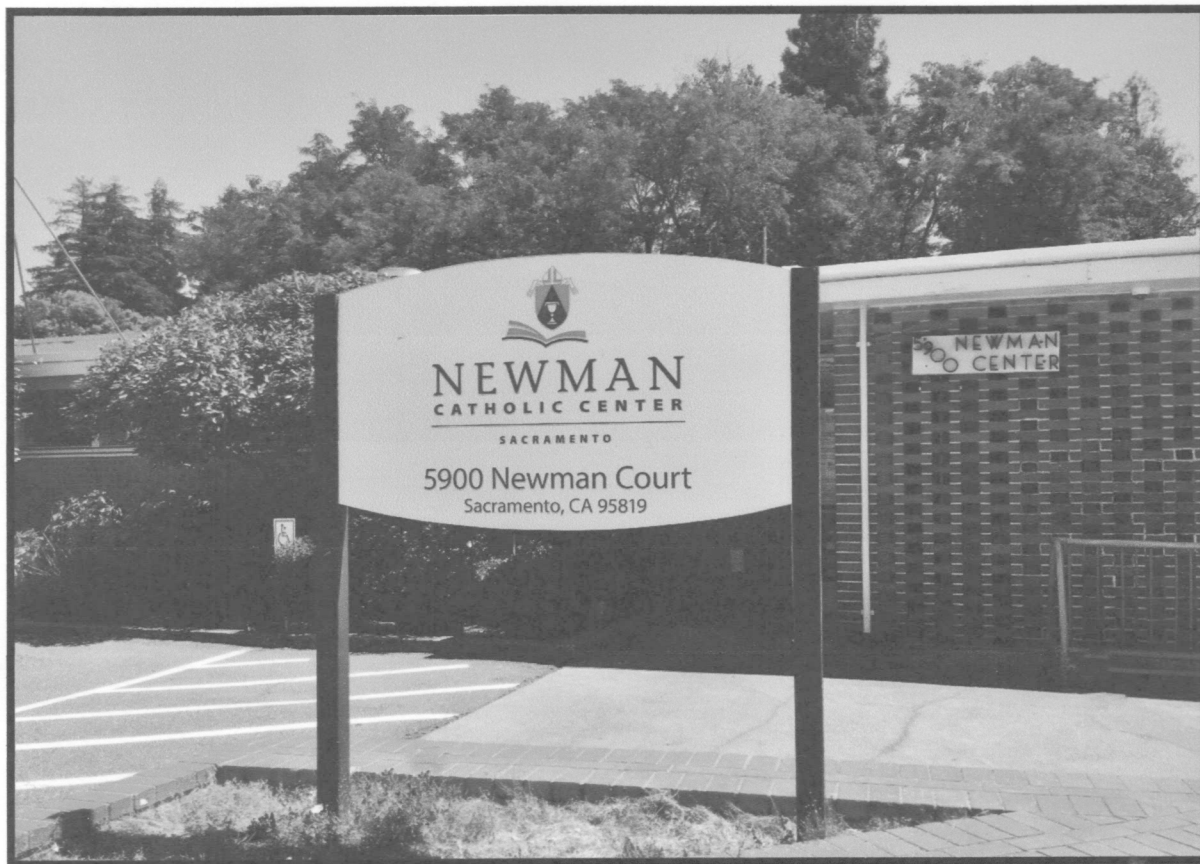


Photo by John E Boll

Sacramento Newman Center, a gift from Father Dwyer

APPOINTED FOUNDING PASTOR OF RANCHO CORDOVA

On January 15, 1958, Bishop Joseph T McGucken, then bishop of Sacramento, appointed Father Dwyer as founding pastor of the new parish of Saint John Vianney in Rancho Cordova. The establishment of this parish was in response to the growing population in the area due to the rapid growth of the Aero Jet General Aerospace plant just northeast of Mather Air Force Base in the Rancho Cordova area. At the height its growth, Aero Jet employed 20,000 workers at the Rancho Cordova plant.

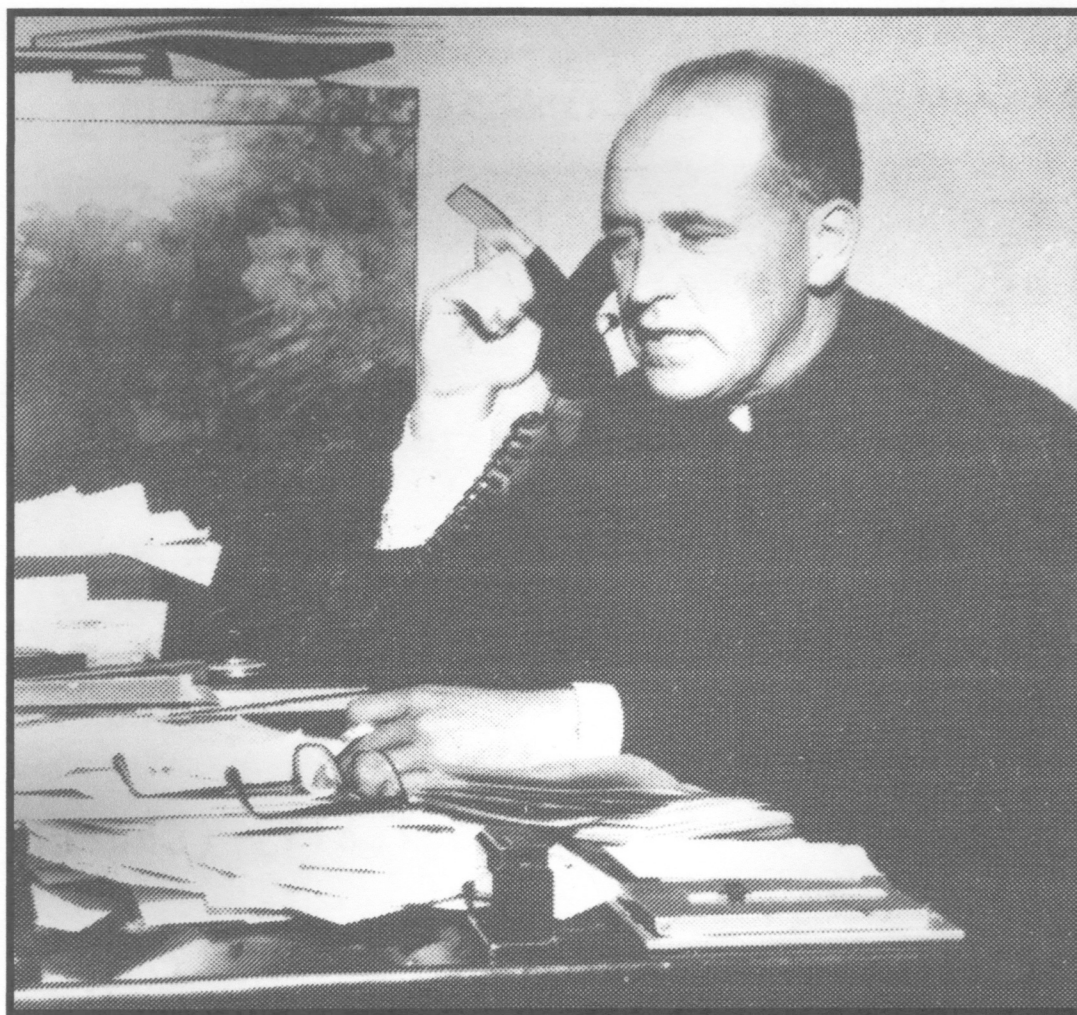
CREATING THE NEW PARISH

To begin the new parish in Rancho Cordova, 17 acres of land were secured on Coloma Way and Father Dwyer purchased a surplus barracks from Mather AFB which became the temporary church. He then began raising money to construct permanent facilities on the parish site.

The first permanent buildings were a rectory for the priests, a school and convent. After completing this first phase of construction, the next task was building a permanent church.

CREATION OF THE MR & MRS CLUB

It became quickly evident to Father Dwyer that many of his new parishioners came from many places outside of the Sacramento area and had no extended family close by, so he created the Mr and Mrs Club at the parish to provide a way for parishioners to become part of a new family.



"Sounds Good," says Father Dwyer



Photo from the St John Vianney Parish Archives

This barracks, purchased from Mather AFB, became the first church



Photos from the St John Vianney Parish Archives

The first church is readied for liturgical use



Photo from St John Vianney Parish Archives

Father Dwyer celebrates the first Mass in the temporary church in 1958



*Left to right: SISTER M. NORAH, SISTER M. WALTER, SISTER M. BEDE, SISTER M. JEANNETTE,
SISTER M. GERVAISE, SISTER M. MARJORY*

Photo from St John Vianney Parish Archives

Dominican Sisters of San Rafael were the first teachers at the parish school

CONSTRUCTION OF THE PARISH CHURCH

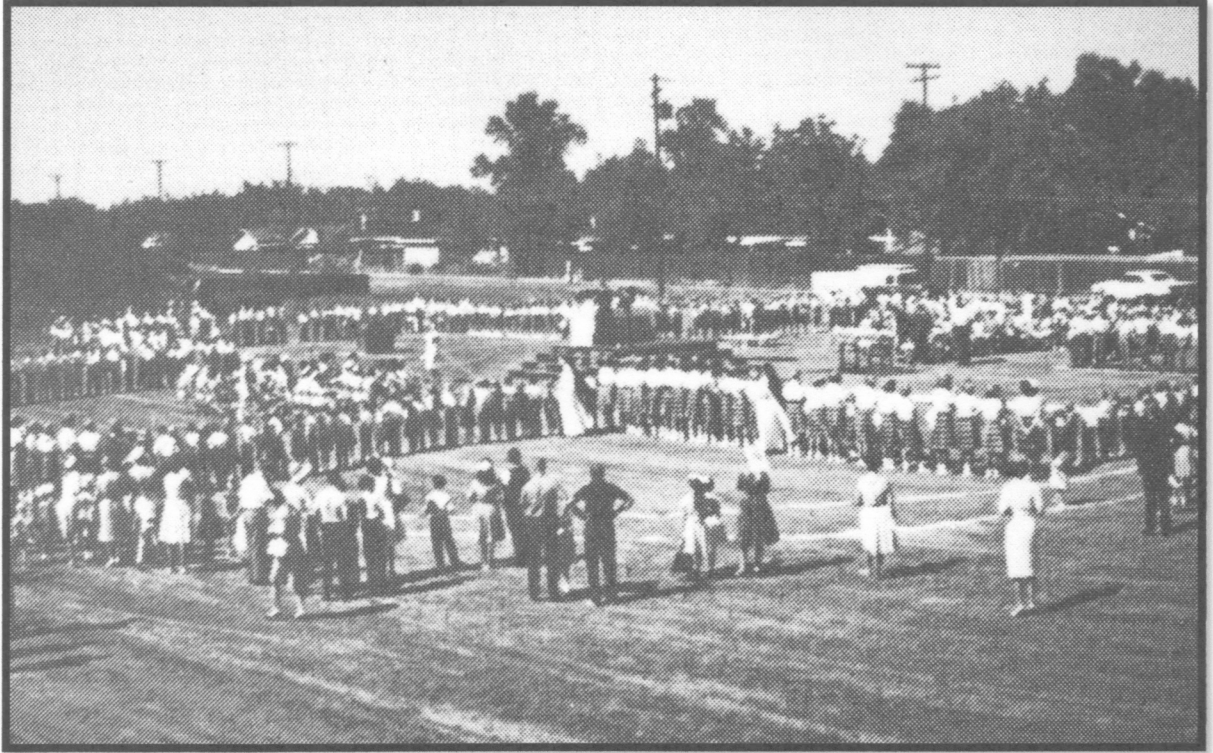


Photo from St John Vianney Parish Archives

Groundbreaking ceremony for the new church on September 14, 1963

The next phase in the life of Saint John Vianney Parish was the planning, financing and construction of the new church. Today, as we look at how quickly the parish developed, it is amazing to see how Father Dwyer and the community were able to build so many facilities in such a short time. In just five years, after first building a school, convent and rectory, the community was able to build the permanent church.

In the photograph above of the groundbreaking ceremony, students of the parish school and parishioners outlined the floor plan of the new church. This enabled everyone to get a sense of what their new church would look like when it was built.

A BOULDER FROM THE DWYER RANCH BECOMES THE BASE OF THE NEW ALTAR

Father Dwyer made the decision to bring a boulder from his ranch in the Mount Akum – Plymouth area to be the base of the new altar in the church.

After selecting the rock, it was transported by truck to the church site where it was set and cemented in place. The Saint John Vianney Parish community would celebrate the Eucharist daily on that large rock and be reminded of Psalm 18:2 which says, "The Lord is my rock, my fortress and my deliverer."



Photo by John E Boll

Saint John Vianney Church, Rancho Cordova



Photo by John E Boll

Sanctuary of Saint John Vianney Church

FATHER DWYER NAMED A MONSIGNOR

Succeeding Bishop McGucken as bishop of Sacramento was Bishop Alden J Bell who was an auxiliary bishop in the Archdiocese of Los Angeles. After his arrival in Sacramento, Bishop Bell became quickly aware that Father Dwyer was a creative, skilled and talented priest in the diocese. In 1965, he requested Pope Paul VI to name Father Dwyer a monsignor. Pope Paul made the appointment to acknowledge and thank Father Dwyer for his outstanding work in the diocese.



*You are cordially invited to attend the
Ceremony of Investiture
of
Domestic Prelates and Papal Chamberlains
in the
Cathedral of the Blessed Sacrament
Sacramento, California
on Sunday, the nineteenth of December
nineteen hundred and sixty-five
at three o'clock in the afternoon
Most Reverend Alden J. Bell, D. D.
Bishop of Sacramento
Officiating
Reception: Empire Room Hotel Senator
at four o'clock in the afternoon
12th and L Streets*

Invitation to the Ceremony of Investiture

ECUMENICAL WORK

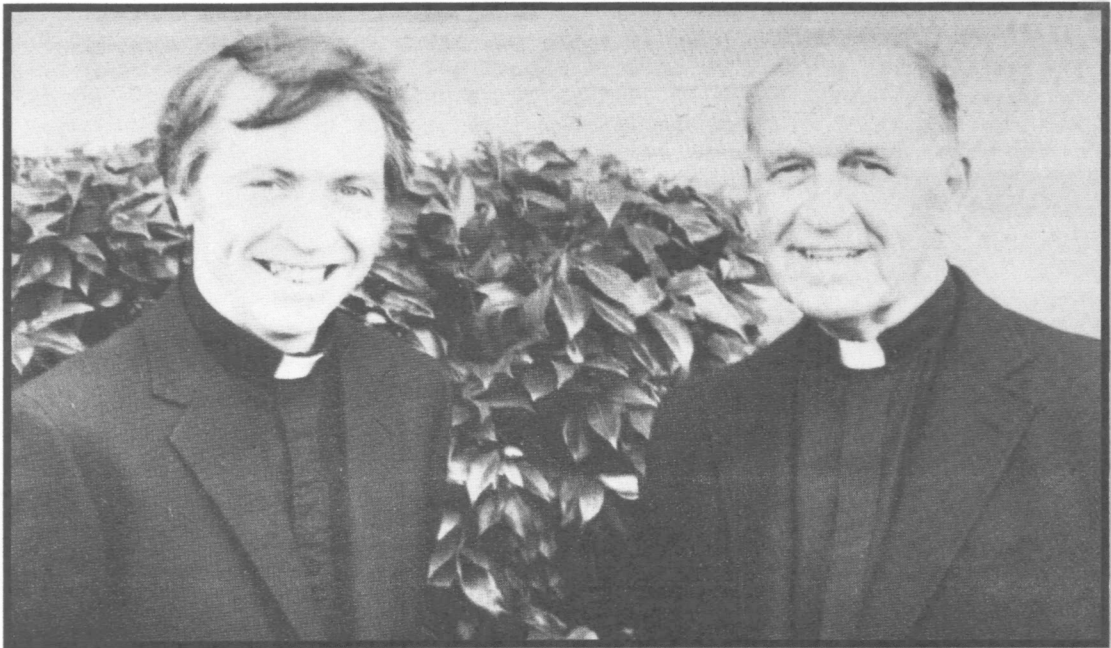
One of Monsignor Dwyer's life-long interests was ecumenism. Perhaps it came from his experience of growing up in a family where his father was Catholic and his mother Presbyterian. He provided the Sacramento community with a vision of ecumenism many years before it was a national and global focus for diverse religious faiths. He devoted himself to building a greater understanding between differing faith traditions and established a spirit of oneness and cooperation through working together for the common good of the community. All the things he did was done with a sense of commitment and zeal, fueled by his faith, love, humor and friendship which he shared with all.

In 1972, he was elected the first president of the newly established Church Service Bureau in Sacramento. Monsignor Dwyer said, "I am very proud. Originally I declined the nomination but they seemed so anxious to have a Roman Catholic in the position that I had to accept." He added that "this is what Christ prayed for at the Last Supper, and if someone doesn't start doing something, it will never be done."

As time passed, the leaders of the *Church Service Bureau* decided to change the name and vision of the Bureau to be more inclusive of all religious traditions. The new name of this organization became the *Interfaith Service Bureau*.

RETIRES AS PASTOR

At the age of 65, after forty years as a priest and twenty-two years as pastor of Saint John Vianney Parish, Monsignor Dwyer decided it was time to turn over leadership of the parish to someone else who could bring fresh ideas to the parish he established in 1958. Succeeding Monsignor Dwyer as pastor was Father Michael McKeon who would lead the parish for the next ten years, 1980 to 1990.



Monsignor Dwyer turns over parish leadership to Father Michael McKeon

DIRECTOR OF THE DIACONATE PROGRAM

Monsignor Dwyer insisted that he was not retiring but would involve himself in other areas of ministry. Just as soon as he concluded his pastorate in Rancho Cordova, he became full-time director of the Permanent Diaconate in the Diocese of Sacramento. He said, "The permanent diaconate holds all sorts of promise. Not only because it restores the third order of ordained ministry, but because I think it really illustrates very forcefully the role of lay ministry. Wherever the diaconate becomes established, lay ministries start popping up." He went on to say that "there are lots of areas where lay people can be much more involved like catechetics, liturgy, music, and care of the sick. The role is still being explored."

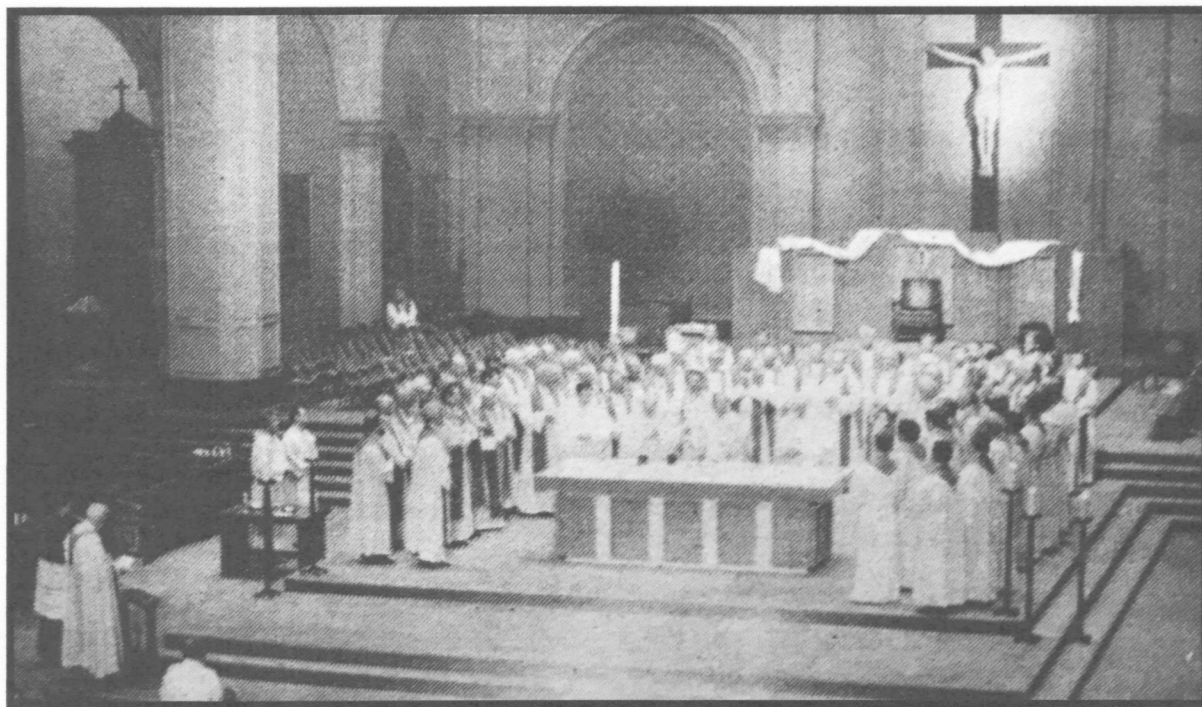
Working with Monsignor Dwyer in the diaconate program as associate director was Franciscan Sister Sheryl Marshall who was a good team member in the program. Succeeding Sister Sheryl was Dominican Sister Patricia Simpson, OP who served as associate director for three years until Monsignor Dwyer decided to step down after serving as director for ten years.

Sister Patricia became director of the Diaconate Program in 1988 with Father Michael Cormack who was involved in the program for many years and was appointed Vicar for Deacons.

DIRECTOR OF DIOCESAN OFFICE OF ECUMENISM

As soon as Monsignor Dwyer concluded his work as director of the Diocesan Diaconate Program, he became director of the Diocesan Office of Ecumenism.

MONSIGNOR DWYER CELEBRATES HIS GOLDEN JUBILEE OF ORDINATION



Catholic Herald Photo by Fr George Schuster, SDS

Monsignor Dwyer celebrates his 50th Anniversary of Priesthood with priests of the diocese

On May 16, 1990, Monsignor Dwyer observed his 50th anniversary of ordination to the priesthood in a concelebrated Mass at the Cathedral of the Blessed Sacrament where he was ordained fifty years before on May 18, 1940. To this celebration was invited the bishops and all the priests of the diocese. He was joined at the Eucharistic celebration by Bishops Francis Quinn and Alphonse Gallegos, several classmates from the Archdiocese of San Francisco, and approximately 70 fellow priests of the Diocese of Sacramento.

Lectors at the Mass were Father Aidan O'Reilly, pastor of Saint Francis of Assisi Parish, Burney, and Father Liam McSweeney, chaplain to the California Youth Authorities, who were former assistants of Monsignor Dwyer in Rancho Cordova. Deacon James Adams, formerly principal of Saint John Vianney School, served as deacon and proclaimed the Gospel. The homilist at the Mass was Monsignor James Kidder, pastor of the Cathedral.

After the Mass, all the priests and bishops were invited to dinner on the Delta King riverboat in Old Sacramento followed by an evening of laughter as Monsignor John Terwilliger who served as MC entertained the priests with many funny stories with his great sense of humor. It was a memorable evening for the clergy of the diocese as they celebrated Monsignor Dwyer's 50 years of ministry.

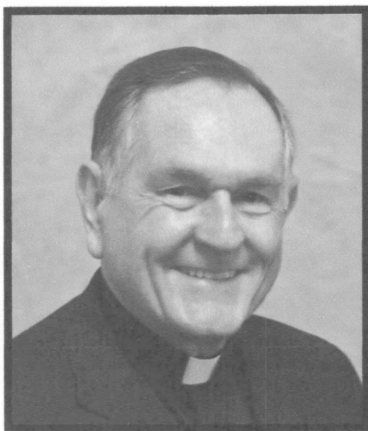
END OF THE JOURNEY

Not long after Monsignor Dwyer celebrated his Golden Jubilee, his health began to fail. He had struggled with diabetes for some years before and then was diagnosed with cancer and emphysema and suffered with during the next four years. The end of his earthly journey came on the Eve of All Hallows, October 31, 1994, at the age of 79.

MASS OF CHRISTIAN BURIAL

The Mass of Christian Burial was celebrated for Monsignor Dwyer on November 4, 1994 at Saint John Vianney Church in Rancho Cordova with Bishop William Weigand as main celebrant together with the priests of the diocese, the Dwyer family, parishioners of Saint John Vianney parish, and his many friends. Monsignor James Kidder was the homilist at the Mass.

SUMMARY OF MONSIGNOR KIDDER'S HOMILY



Monsignor Kidder grew up in Woodland and was part of the first freshman class in 1955 at the newly established diocesan minor seminary named Saint Pius X, located in Humboldt County near the small town of Rio Dell, along the Eel River.

Jim Kidder first met Father Dwyer at nine years of age and remembers him coming to the parish school in Woodland to encourage the students to sell subscriptions to the *Catholic Herald*. Jim recalled that "Father Dwyer as an inspirational speaker, a noted retreat master, especially for sisters. If he could be summed up in one word, it would be 'enthusiasm.' He

never wavered in his enthusiasm for the priesthood to the day he died."

Monsignor Dwyer served on the diocesan Liturgical Commission from 1963 to 1970 and was diocesan clergy representative on the Administrative Board of the U.S. Catholic Conference. For twenty-two years, he served as pastor of Saint John Vianney Parish in Rancho Cordova, starting with a 17 acre piece of vacant land and creating the parish it is today. He was also the first director of the diocese's Permanent Diaconate Program.

Monsignor Dwyer had a wide range of interests. He was a member of the Sonoma County Trailblazers and the Sutter Club in Sacramento. Each year when the Trailblazers had their trek, he celebrated a Mass for all the members, memorializing the empty saddles. He belonged to many organizations but was always a priest first. He acted as a good-will ambassador not only to other churches but to society at large.

Throughout Monsignor Dwyer's life, "the common thread was his creativity to bring people together. He was director of the diocesan Office for Ecumenism and Interreligious Affairs. He was known in the diocese as *Father Ecumenism*. He was the founding president of the Interfaith Service Bureau in Sacramento.

"The priests of his age group had to make enormous adjustments to a new Church in the aftermath of the Second Vatican Council. Monsignor Dwyer made those adjustments early. I remember when he went back to Saint Patrick Seminary for update study days. When he was leaving he said, "My Presbyterian mother just surprised me by becoming Catholic, and now I learn that I am becoming a 'presbyter.'

"Monsignor gave his life for his friends and we are his friends. How he touched our lives! He wore his celibacy well. People could come to him and be able to say, "There is no one in this man's life who is more important than I am. He had the great ability to connect with people with his full attention and support.

"He was made of three equal parts: prayer, work and fun with a great sense of humor. He was faithful to his breviary, the Liturgy of the Hours, and to meditation. How well he was able to take the details of the events of Christ's life and translate them into our present-day circumstances with that vivid imagination of his! He excelled in preaching because he excelled at prayer.

"In his work he could multi-task and spread himself thin, but not so thin that he failed to fulfill his commitments. And his sense of humor – we will miss the quips, the jokes, the asides.

"The fun he enjoyed most was being the host. There were the priest gatherings on Sunday evenings at Saint John Vianney, the gatherings of his lay friends at what he called his 'little cabin on the ranch.' There was his 50th anniversary party for the priests of the diocese on the Delta King on which he loved to play as a kid when his grandfather owned the boat. He hosted that party because he felt priests had gotten away from having social events together and he wanted to remind us how important they are. He succeeded that night in making that event memorable.

"For all his priesthood, whatever he touched turned to gold. Then after his 50th anniversary as a priest, disease hit. He began to suffer from cancer, diabetes and emphysema. And like Job of old,

he yearned to see the Lord no longer through the eyes of Matthew, Mark, Luke and John but with his own eyes, for he knew that his Redeemer lives. The pain and suffering he endured was greater than I've seen in most others.

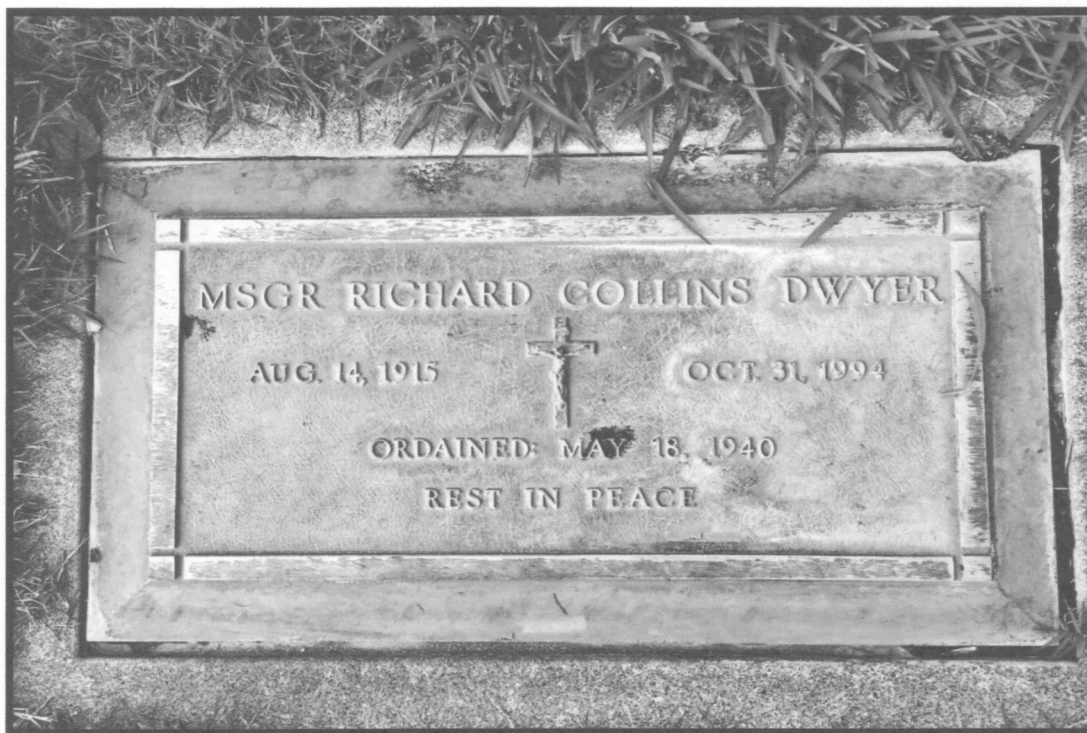
"When the end came very near, he told me he thought he needed a spiritual director for the last part of the journey and that "I was it." It was my privilege to accompany him on that last trek.

"I remember a line from a sermon of his when I was a kid – so many of his lines were memorable – "Those who fear death experience it a thousand times; those who face death experience it but once." We all know that what he preached he put into his living. What he preached he put into his dying. The pattern of Christ's dying and rising began in him at baptism, remained and developed throughout his life on this earth.

"Each of us has our own particular memories of those special qualities that we saw in Richard Dwyer. I have told you a few of mine. Cherish your memories. As we commend him now to be alive in God, having produced lasting fruit and having given his life for us friends, let us take those qualities and have him live in us by the way we live."

BURIAL AT SAINT MARY CEMETERY

After the Funeral Mass, the body of Monsignor Dwyer was taken in procession to Saint Mary Cemetery in Sacramento and laid to rest in the Priests' Circle by the large crucifix. There, he joined the priests of the diocese who had labored in the vineyard before him as they await the day of the final return of the Risen Christ.



Headstone of Monsignor Dwyer at Saint Mary Cemetery

IN MEMORIUM

Monsignor Richard Collins Dwyer was an amazing man and priest and a giant in our midst. He was a man for all seasons. He was intelligent, charismatic, enthusiastic, ecumenical, gregarious, generous and humorous. He had the Midas touch to turn every situation into gold. He was a great ambassador of Christ and the Catholic faith to the Sacramento community and the world.

Before campus ministry and Newman Centers near college and university campuses became common in the United States, Father Dwyer saw an opportunity to purchase land across the street from Sacramento State College and built the first Newman Center in the Diocese of Sacramento. Seeing the need, he took action and used his own financial resources. What a farsighted and amazing man he was!

After his death, the priests of the diocese learned that Monsignor Dwyer left his 556 acre ranch near Mount Akum in the Sierra foothills east of Plymouth to the diocese for the use of the priests. He had a great love for his brother priests and wanted them to have use of the ranch that he enjoyed so much over the years.

The Diocese of Sacramento is grateful to God for the life and ministry of Monsignor Dwyer in the Church of Sacramento. We also thank the Dwyer family for sharing their son and brother with us as a priest. Monsignor Dwyer was a larger than life priest. He fulfilled the words of the saying, "Give me men to match my mountains!" Richard Collins Dwyer has more than matched majestic Mount Shasta that overlooks all of Northern California.



Majestic Mount Shasta

AFTER 50 YEARS OF SERVICE, MONSIGNOR DWYER KEEPS ON GIVING

From the simple beginnings when he went next door to attend Christian Brothers High School to his active involvement with the Sacramento Diocese, Monsignor Richard Dwyer has made a significant impact in the 57 years since he graduated from CBS.

When Dwyer first enrolled at CBS, it was located next door to his house in an abandoned East Sacramento building at 39th and J St.'s, where it operated for the year during

which they had to leave the 12th and K site and wait for the school at 21st and Broadway to be completed. When he and his three brothers attended CBS, it was another step in the Dwyer family's rich involvement with the school that began over 100 years ago.

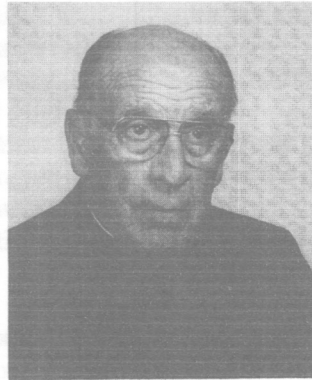
It is a relationship that has continued through the century with some members of the Dwyer family of his grandfather, Thomas Dwyer, in each of their generations attending CBS at the four schools located in Sacramento. The fourth successive generation is represented now by Peter Dwyer III, a sophomore at the current site on Martin Luther King, Jr. Blvd.

Dwyer's grandfather bought the property for Bishop Manogue on which today stands the Cathedral of the Blessed Sacrament. His father, William (who graduated from St. Mary's College at the age of 16, making him the school's youngest graduate to that time), was a co-chairman of the campaign to raise funds for building the school at 21st and Broadway. His family's interest in the work the Christian Brothers are doing in Sacramento continues among the surviving generations, having established a scholarship in the memory of William P. Dwyer. In addition, Dwyer recently

served on the Board of Regents.

"We are all extremely proud of our relationship with the Brothers and we're grateful for all they have given to us," Dwyer said.

After graduating in 1932 Dwyer attended St. Joseph's Preparatory Seminary, St. Patrick's, in Mountain View for two years, and then spent six years at the major seminary in Menlo Park, before being ordained in May of 1940. In the ensuing 50 years, he has slowed down little. He



Monsignor Richard Dwyer

has been very active in the Sacramento area, even in "retirement."

Dwyer was an Assistant Pastor for eight years before becoming the editor of the Catholic Herald, a position he held for 10 years. He then became Chaplain of the Newman Club for both Sacramento City and Sacramento State colleges,

and was the chaplain when the Newman Center was built on land donated by Dwyer near Sacramento State.

He then spent 23 years in the St. John Vianney parish in Rancho Cordova, again building from scratch. Under his direction, the parish erected a church, a school, and a rectory before he retired in 1980. But, since "the Bishop doesn't know the meaning of retirement," Dwyer continued to stay very active in the Sacramento Diocese.

He has been the Director of the Permanent Diaconate Program, which trains married men to serve as deacons in the church. It was the first time in about 1200 years that married men were allowed to serve as clergy in the church. Under Dwyer, 76 men were ordained. He has also served as the Director of the Office of Ecumenism and Interreligious Affairs, which works with the different

RECRUITER'S CORNER



Manuel Perry, Jr.

BOARD OF REGENTS

President: Manuel Perry, Jr./428-2611 (home) or 646-6200 (work). The Board of Regents is an advisory and recommending body

to the Principal. The Board is responsible for the leadership and direction of the school's development program and those matters referred to them by the Principal for their assistance. They are also responsible for the school's long range planning, which includes overseeing the school's support groups.

S.P.I.R.I.T. AUCTION AND CB 2000 CAR DRAWING



Sam Tarpin

The CB 2000 S.P.I.R.I.T. auction and car drawing is governed by an Executive Committee, this year's President is Sam Tarpin. It is a special fundraising organization of parents, alumni, and friends of Christian Brothers. Founded in 1982, the CB 2000 Club meets annually in May on the school campus for an afternoon reception and the opportunity to participate in a drawing for a new automobile, as well as cash prizes. An oral and silent auction is included with tremendous items offered for your bidding. Membership at \$100 per person is open to anyone. The President serves on the Board of Regents during his term of office.

denominations to achieve more unity among religions.

Officially, Dwyer's only connection with CBS has been as a Regent but his involvement goes much deeper than that. He has seen great change

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NORMAN MONTGOMERY: A MAN ON THE MOVE

Few individuals are capable of moving things along like Norman Montgomery, a Regent of Christian Brothers High School. He is the president of Montgomery Construction Inc., and the fourth generation in his family to specialize in the transportation of large buildings and other heavy hauling construction activities. The business, started in San Francisco in 1875, is well renowned and one of the few like it in Northern California.

Back in 1951, Norman's father Richard heard of the freeway construction projects slated for Highway 50, and the 28th and 30th street highways planned for the Sacramento area. He expanded the company from Oakland and bought out three local house-moving companies for their resources and equipment. This enabled the Montgomery company to win most of the house-moving contracts that resulted from the construction of Sacramento's freeways.

Now, the local firm is recognized throughout the region for its specialized skills. "We're primarily in the house moving business, heavy hauling and a major portion of our business is with the heavy cranes that go up to 140 tons that construct about 85 percent of the tilt-up offices and warehouses in the Valley," Montgomery said.

Montgomery recently was called out to New York to consult on behalf of Madison Square Garden on some complicated structural design matters. Said Ron Carissimi, Past President of the Board of Regents and a partner in Carissimi, Rohrer and Harper associates — one of Sacramento's most prestigious architectural firms—"Norm is one of the tops in the business."

But some of Montgomery's most notable achievements have been his contributions to Christian Brothers

High School.

The two portable buildings on campus now housing the Development Office and Guidance Center



Norman Montgomery

were acquired and relocated to the Brothers campus due to Montgomery's voluntary efforts. He plans this fall to bring two more buildings to campus from Rohnert Park, Calif. at his cost, valued at \$5,000.

His contributions haven't gone unnoticed. Last year, Montgomery was granted the school's much-coveted Honorary Diploma. Said Brother Richard Camara, F.S.C.: "Norm Montgomery is a wonderful example of a person who expresses affection, sensitivity and concern for people. He is a beautiful supporter of CBS.

"I regard him as a loyal and special friend, and a true source of inspiration to the Brothers' mission and myself. He believes in our educational commitment and lives it with the gift of himself. The greatness of CBS can be measured in a person like Norm whose faith in people is witnessed by his love for God in his life."

Montgomery, who sits on the Regents' Capital and Property Planning Committee, never attended Christian Brothers. But as a Holy Spirit parishioner his family knew of the values of the Christian Brothers' education. Each of his three sons, Steve, Tom, and John, wanted so much to attend CBS that they each earned tuition money by working construction jobs every summer. "I put my three daughters through Bishop Manogue," Montgomery said, "but I didn't help my boys.

That's how much they wanted to go to school at Brothers."

His two oldest boys, Steve ('73) and Tom ('74), followed in the family tradition and today both are vice presidents in the corporation. Montgomery looks forward to the day when he will turn over the business to them.

He is especially proud of his youngest son, John, who was Class Valedictorian ('81) at CBS, graduated from St. Mary's College with top honors, and then entered the Christian Brothers order. Brother John is currently teaching at St. Mary's College High in Berkeley and completing his Master's Degree in History at Pepperdine University. He was one of 30 graduate students nationwide who received academic scholarships worth \$17,500.

When asked what he does for recreational pleasure, Montgomery chuckles. "When there's time, my wife Helen and I spend time with our nine grandchildren. And we enjoy supporting the events at Christian Brothers."

Even then, Norman is always moving.

DWYER

CONTINUED FROM PAGE 2

the Sacramento area in the 57 years since his graduation, but the school remains basically the same.

"They've always done a great job of education," Dwyer said of the Brothers. "The strength of Christian Brothers is the Christian Brothers themselves. They are a strong force for good, and the religious and spiritual values that they're able to communicate to the students, to the faculty, and to the educational community is tremendous.

"The loyalty to principles and spirit of Christian Brothers is a fact that will be a strong force in student lives after leaving Christian Brothers."

Peter Gulford Dwyer
CB 1935

Peter Guilford Dwyer '35 managed the Sacramento River Warehouse. He had locations in places like Knights Landing, Williams, Colusa, Willets and Grimes.

They would receive the rice from farmers then clean, dry and store the rice. Upon request than would pack the rice in 125. or 50 pound bags, or bulk for delivery.

Peter Guilford Dwyer '35 had three grandsons who went to Christian Brothers: Patrick Guilford Dwyer III '92, Andrew David Dwyer '93 and David Anthony '95