

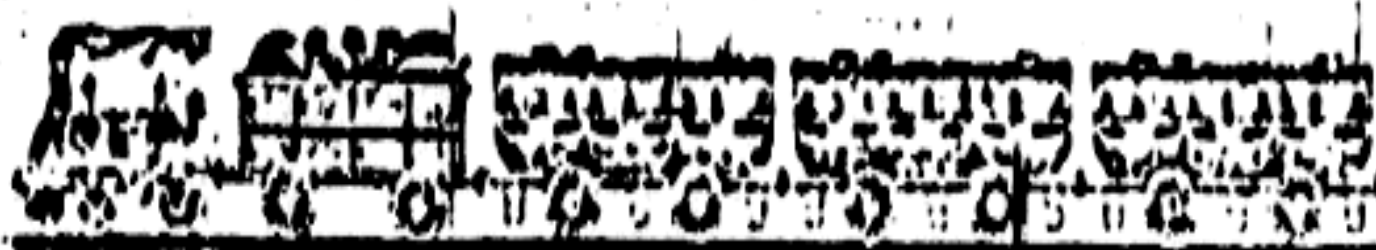
Yolo County Democrat
report, July 4

DAVISVILLE.—The proposed location for the depot of the Vallejo Railroad, on Putah Creek, is now being laid off in lots, and a town of considerable importance will doubtless soon spring up in that locality. The site is on the bank of Putah Creek, at Davis' ranch, in a healthy and rich agricultural district settled by farmers, most of whom have secured a competence to themselves as the reward of energy and frugality. A large store is already in process of erection and will be completed and furnished with new goods in a few days, by the proprietor, Wm. Dresbach, who is well known in the community as a gentleman of superior business attainments and social qualities. The hotel there is thronged with visitors attracted thither by the promising business character of the place. The new town is to be called Davisville.

California Pacific Railroad
advertisement in the
Solano Press, July 27

Notice to Farmers.

The Cal. Pacific Railroad



WILL BE IN RUNNING ORDER FOR FREIGHT from Vallejo to Vaca Station, ten miles north-east of Fairfield, about July 20th, and to Putah Creek early in August, with rolling stock sufficient to move to Vallejo

500 Tons of Grain per Day,

And all other Freight that may offer.

Stations or platforms will be provided about every four miles for the piling and shipping of grain. The charges will not exceed \$4 per ton from Yolo county; \$3 50 from station near Silveyville; \$3 from Vaca Station; \$2 from Fairfield; \$1 50 from Bridgeport and Summit. There may be a deduction of 50 cents per ton from the above rates.

No Wharf Charges at Vallejo on Grain for Shipment.

Arrangements are being made to Pay San Francisco Prices for Grain at Vallejo.

Lots of 200 tons and over will be taken from any point along the line, if piled near the track

1115-117

D. C. MASKIN.

Solano Press note in its "Tremont" section of August 19

TREMONT

The new town of Davisville, just across Putah Creek, in Yolo county, is evidently going ahead. Lots are being sold daily; new buildings are being erected; the hotel and eating houses are doing fine; banking games are carried on in the stables and barns, and the only saloon in the place sold \$300 worth of whisky on last Sunday. The Yolo Democrats hold many of their political gatherings here, and have Greene Curtis and Jim Coffroth to address them at least once a fortnight. What more can be required of an embryo California town?... On Thursday morning next, it is promised that a stage will leave Sacramento about 6 o'clock A. M., for a point where the railroad crosses the Sacramento wagon road, three miles this side of Putah Creek and 17 miles from Sacramento to connect with the trains of the Vallejo Railroad. Many residents of Sacramento are waiting impatiently for a ride over the new route. One stage will not hold one-half of the passengers who contemplate making the first trip over the route. It is said that as soon as the route is fully opened for daily travel, the California Steam Navigation Company will reduce cabin fare to \$3 from Sacramento to San Francisco.

Solano Press, August 26

THE RAILROAD has reached Putah Creek, 44 miles north of Vallejo. It is expected that the road will be completed to Sacramento by the 1st of November. They commence this week grading at the end of the line, and the Sacramento bridge constructors will be put at work on the same, the timbers being already cut and on their way from the forests of Oregon. About 350 men are at work for the Railroad Company at the Terminus. Three passenger, two express, sixty freight, six hand, six push and two iron cars have been turned out of the car shop, ready for use. The best time ever made on the route was on last Saturday.

Solano Press, August 26

THE FIRST THROUGH TRIP.—The first regular round trip for passengers from Sacramento to San Francisco, by way of Vallejo, was made on last Saturday. Ellison's Concord coach left the Orleans Hotel, Sacramento, at 3 o'clock in the morning. The first seven miles of staging to the Tule House, were made in an hour and a half; three-quarters of an hour were lost in changing horses at the Tule House; 9½ miles of staging were made in an hour and a quarter; the 43 miles of railroad to Vallejo were made in two hours and a half; time by steamer, two hours. Whole time, eight hours. Distance by land 59½ miles; water distance, 23 miles; whole distance, 82½ miles. Broadway wharf, San Francisco, was reached at 11 A. M. Returning, twenty four through passengers left San Francisco at 3 P. M., and arrived at Sacramento at 10:50 in the evening. Among the passengers were Samuel Seabough, of the *Union*, Charles E. Fisher and M. Angel, of the *Reporter*. There is no doubt that a large number of passengers will go over the road daily, as Ellison intends to make regular trips. As soon as the road reaches a point opposite G. street, Sacramento, the morning train will leave Sacramento at 6 o'clock, reach Vallejo in two hours by rail, and San Francisco from the latter place in an hour and a half, bringing the time from Sacramento to San Francisco down to three hours and a half.

Observations by a stagecoach passenger stopped in
"Davis Town," *Solano Press*, August 26, 1868

On leaving Silveyville, we plunged again into the darkness and the dust, and swung and rolled along until a red flash ahead of us, followed by the report of a gun, told us that something unusual was going on at Davis Town. While we were discussing what this might be, a buggy passed us, driven by an individual who swayed backward and forward in his seat, and, as he neared the stage, swung his hat in the air, hiccupped, and shouted, "Rah for Seymour!" Then we knew that the Democracy of Davis Town were holding a festival. More guns were fired as we drew near our destination, and more ardent Democrats, more or less affected by enthusiasm and whiskey, passed us on their way home. Finally we rolled across the Putah Creek Bridge, and drew up before Davis' Ranch House, where bonfires were burning brightly, and where the Democracy were discussing the meeting which had just separated. Davis Town is a Democratic stronghold, and to it the neighboring farmers repair in considerable numbers to air their politics, but not to water their whisky. The day following that on which we arrived was Sunday, and at an early hour preparations for celebrating the day were commenced by the establishment of five faro tables in shady places and the posting of a notice announcing that a circus would be held in the evening. The excitement of the previous evening had not worn off, and all day long the bar-room was crowded with thirsty souls, who diversified

their gambling by the consumption of incredible quantities of tangle-leg. All day long, too, the farmers of the neighborhood rode in, in twos and threes, and hitched their dusty horses in front of the house, upon the shady piazza of which they subsequently lounged listlessly. The *LaCrosse Democrat* is said to circulate pretty freely in this neighborhood, and though the farmers may be Democratic in their proclivities, there are some staunch Republicans too. During the meeting held on the Saturday evening referred to, some twenty men employed as pile drivers on the railroad, after listening for some time to the very energetic language of the speakers, became weary of the affair, and jumping upon their wagons drove off, giving three rousing cheers for Grant and Colfax as they went away.

THE TOWN SITE.

The town site of Davis Junction has been laid out, about half a mile square. It is located on the northern bank of Putah creek, which separates the counties of Yolo and Solano. The lots are 50 by 100 feet in extent, and are worth at the present time, \$150 apiece, at the least. The country in the immediate neighborhood is extremely fertile, and largely cultivated.

Davis' Ranch, comprising 3,000 acres, was recently purchased by the California Pacific Railroad Company, for \$80,000. The greater portion of it is in grain, and it will produce this year two thousand tons of wheat. The value of farming land in this section is about \$35 per acre.

Solano Press, September 2

Solano Press, September 2

TRAVELING.

CALIFORNIA PACIFIC R. R.



On and after Monday, August 24th, Trains for passengers and freight will run on the California Pacific Railroad between

VALLEJO AND DAVIS' JUNCTION,

daily (Sundays excepted), as follows:

Leave VALLEJO at 5 P. M., or on the arrival of the steamer from San Francisco, arriving at Davis Junction at 7:30 P. M.

Leave DAVIS' JUNCTION at 6:30 A. M., arriving at Vallejo at 9 A. M.

Fare—Vallejo to Fairfield and Suisun, \$1.50.
 " to Vaca 2.00.
 " to Dickson 2.75.
 " to Davis Junction . . . 3.00.

Through tickets, Vallejo to Sacramento, 4.00.

D. C. HASKIN.

VALLEJO, August 24th, 1868.

Trains connect with steamers and stages, as follows:

At Vallejo with steamer *Antelope* for San Francisco, arriving at 11 A. M.

At Vaca with stage for Vacaville.

At Dickson with stage for Silveyville.

At Davis' Junction with stage for Woodland, Cacheville, Knight's Landing and points north.

ALSO, with Ellison & Gaston's six-horse Coaches for Sacramento, arriving at 9 P. M. Fare, \$1.

DAVISVILLE

On the morning of the second day we left the hotel of Mr. Aldrige, and traveled across the dreary Yolo plains to Davisville, the city in embryo and the place of great expectations. The village was lively with grain teams, just as we drove in after dark, but in an hour or two profound quiet brooded over the neighborhood. Jerome Davis's house is now used as a hotel, under the direction of A. M. Knight, formerly of Suisun, who keeps it in very good style, and who is recognized as a very accommodating and energetic landlord. W. H. Stewart presides

as head caterer, and also has charge of the barber shop, located in Jerome's former private liquor room. An addition has recently been built and is now ready for occupation, and Knight will be able to attend to a large number of guests. He has an extensive run of custom, and during meal times the scene presented is a very animated one. Wm. Driesbach has built a large one story frame edifice, divided into an elegant store not yet finished, and an extensive saloon which is favored with an immense amount of business. An opposition hotel is in the course of erection, and with Davis's old buildings there is quite a collection of houses with which to start a town. The cars are running on the Solano side of the creek, about a half a mile from the town, and the railroad bridge is expected to be completed in the course of three

weeks. Over three thousand tons of grain are piled along the track, awaiting transportation, all of which has been purchased by Driesbach for Friedlander. The county

bridge across the Putah demands new plank, and the inhabitants assert that it should be raised a foot or two on account of high water in the winter. Geo. W. Smith, the energetic surveyor, remains constantly at Davisville, ready to sell town lots at the rate of \$125 for inside, and \$175 for corner lots.

What Davisville will be in the future, time alone will tell, but we are of the opinion that it will require a considerable effort of the imagination to rapidly picture any tremendous importance for this would-be metropolis. Sunday is generally a "lively day,"

the "poker sharps" coming down from Sacramento to fleece the hardest hands out of their week's wages.

Solano Press,
September 19

ENLARGED.—I. N. Knight, proprietor of the Yolo House, at Davisville, has recently made additions to his hotel, and completed arrangements to accommodate his guests—the number of whom has largely increased, since the cars have been running to that point. See ad.

Solano Press,
September 19

New Advertisements.

YOLO HOUSE,
Davisville, Yolo County,
(Junction of Sacramento and Woodland R. R.)

I. N. KNIGHT,..... PROPRIETOR.

This fine Hotel has recently been entirely refitted and enlarged, and will be kept as a

FIRST CLASS HOTEL.

Passengers from Sacramento to San Francisco will find it a convenient place to take Breakfast, and Passengers from San Francisco to Sacramento will have time to take Supper before the Stages leave for Sacramento. Baggage taken to and from the Depot free of charge. No pains will be spared to make all Guests comfortable that may favor us with their patronage.

☞ Cars leave for San Francisco at 6:30 A. M.
Arrive from San Francisco at 7:30 P. M. Stages
leave for Woodland and Sacramento at 8:30 P. M.
Arrive from Woodland and Sacramento at 6:30
A. M.

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