

# Davisville 1868

Twelve  
Months in  
Davis'  
Gestation

# Celebrating Davis' 140th Anniversary: 1868-2008

## PART THREE JULY, AUGUST, SEPTEMBER

The at-the-time **genealogy** is the central feature of this exhibit. The effort is to provide an almost week-to-week portrayal of how Davis "gestated."

The news stories making up the chronology are photocopied from three newspapers:

- The Solano Press (SP, below) published in Suisun City.
- The Woodland Mail (Mail, below) published in Woodland.
- The Yolo County Democrat (YCD, below) also published in Woodland.

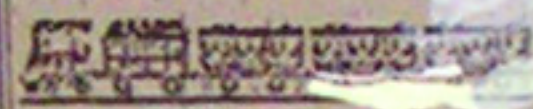
John Lofland

### Yolo County Democrat report, July 4

DAVISVILLE—The proposed location for the depot of the Vallejo Railroad, at Dutch Creek, is now being laid off by the railroad company. It is of considerable importance to the community, and it is up in that locality. The site is on the bank of Dutch Creek, a fine branch of healthy and rich agricultural district, and is by farmers, most of whom have some correspondence to themselves as the rows of trees and fields. A large store is already in the process of erection and will be completed in a few days. Wm. Drebach, who is well known as a gentleman of superior talents and social qualities, is there in thorough with view of the plan. The new town is to be called Davisville.

### California Pacific Railroad advertisement in the Solano Press, July 27

#### Notice to Shippers The Cal. Pacific Railroad



WILL BE IN RUNNING ORDER FOR FREIGHT  
From Vallejo to Yuba Station, 100 miles; to  
Forest of Fairview, about July 20th, and to Dutch Creek  
early in August, with rolling stock sufficient to handle  
in Vallejo.

500 Tons of Grain per Day  
And all other Freight business.

Freights on all lines will be placed at low rates. The charges for freight and sleeping cars will be \$1.00 from Vallejo to Yuba Station; \$1.50 from Yuba Station; \$2.00 from Fairview; \$1.50 from Dutch Creek and Forest. 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 Freight for Grain at Vallejo.  
Lots of 200 tons and over will be taken from any point along the line, if piled near the track.  
JULY 27 D. C. MCKIN.

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

THE new town of Davisville, just across Dutch Creek, in Yolo county, is rapidly going ahead. Lots are being sold daily, and many houses are being built. The town is situated on the bank of Dutch Creek, a fine branch of healthy and rich agricultural district, and is by farmers, most of whom have some correspondence to themselves as the rows of trees and fields. A large store is already in the process of erection and will be completed in a few days. Wm. Drebach, who is well known as a gentleman of superior talents and social qualities, is there in thorough with view of the plan. The new town is to be called Davisville.

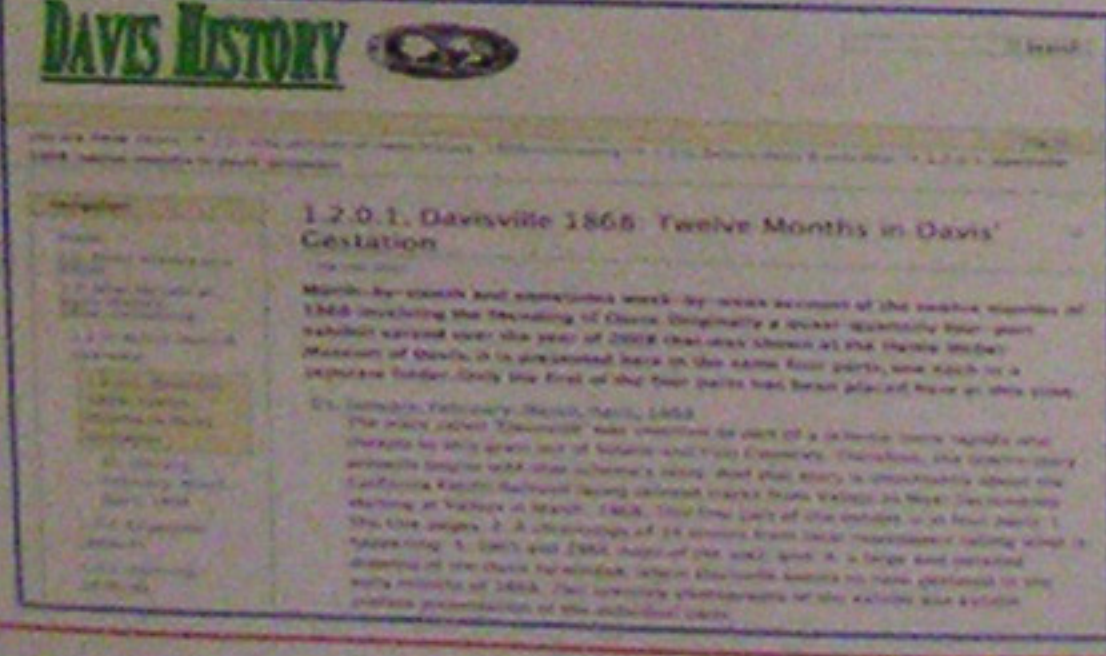
### Solano Press, August 26

The Railroad has reached Dutch 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 300 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 shops, ready for use. The best time ever made on the route was on last Saturday.

### Solano Press, August 26

The First Yuba Train—The first regular round trip for passengers from Sacramento to San Francisco, by way of Vallejo, was made on last Saturday. Elton's General coach left the Orient Hotel, Sacramento, at 3 o'clock in the morning. The first seven miles of staging to the Tele House, were made in an hour and a half; three-quarters of an hour were lost in changing horses at the Tele House; 5 1/2 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 50 1/2 miles; water distance, 22 miles; whole distance, 82 1/2 miles. Broadway wharf, San Francisco, was reached at 11 a. m. Returning, twenty-four through passengers left San Francisco at 5 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 Elton intends to make regular trips. As soon as the road resumes a point opposite G. street, Sacramento, the morning train will leave Sacramento at 4 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.

Previous parts of "Davisville 1868: Twelve Months in Davis' Gestation: January-April" can be viewed and downloaded at:  
[www.davishistoricalsociety.org](http://www.davishistoricalsociety.org)  
Here it is in overview:



07.02.2008

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

On leaving Silverville, 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 swung backward and forward in his seat, and, as he neared the stage, swung his hat in the air, and then, as if to show that he was a Democrat, he held up his hat. The Democrats of Davis town were holding a festival. More guns were fired as we drew near our destination, and more roused Democrats, more or less affected by enthusiasm and whisky, started on to their way home. Finally we rolled across the Patah Creek bridge, and drove up before Davis' farm house, where buffets were being brightly, and where the Democrats were discussing the meeting which had just separated. Davis town is a Democratic stronghold, and in 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 fare 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-rooms were crowded with thirsty souls, who dived

into their gambling by the consumption of incredible quantities of langley. 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 LaGrasse 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.

**SIX 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 Patah creek, which separates the counties of Yolo and Solano. The lots are 60 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 water 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

**TRAVELING.**  
**CALIFORNIA PACIFIC R. R.**

On and after Monday, August 25th, 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 8 a. m., on the arrival of the steamer from San Francisco, arriving at Davis Junction at 7:30 p. m.  
Leave Davis Junction at 8:00 a. m., arriving at Vallejo at 11 a. m.

Yates-Yalejo in Pullman and tourist cars.  
In Yolo -  
" in Oakland -  
" in Davis Junction -  
" through Oakland, Yolojo to Sacramento.

A. C. HARRIS,  
August 25th, 1868.

Solano Press, September 2

**DAVISVILLE**  
On the morning of the second day we left the hotel of Mr. Aldrich, and traveled across the stony Yolo plains to Berkeleyville, thence to Solano and the place of great excitement. The village was lively when grain trains just as we drove in after dark, but in an hour or two profound quiet reigned over the neighborhood. Jerome Davis' house is now used as a hotel, under the direction of A. N. Knight, formerly of Solano, who keeps it in very good style, and who is recognized as a very accommodating and energetic landlord. W. H. Stewart presides as head waiter, and also has charge of the bar; the bar is located in Jerome's former private dining 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 food kitchen, and dining room, and the scene presented is a very substantial one. Wm. Dresbach has built a large one story frame building, 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' old buildings there is quite a collection of houses with which to greet a town. The cars are running on the eastern 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, which has been purchased by Dresbach for Friedlander. The county engineer across the Patah demands new plans, and the inhabitants assert that it should be raised a foot or two on account of high water in the winter. Gen. W. Smith, the energetic surveyor, remains occasionally at Davis' house, and will then look at the rate of \$125 per mile, and \$75 for horse hire. What the result will be in the future, time alone can tell, but it is of the opinion that the new bridge will rapidly picture any further delay in the construction for this wonderful enterprise. The price is generally \$150 per acre, and sharp's coming down from Sacramento to force the buyers hands out of the creek's wages.

Solano Press, September 15

**NEW ADVERTISEMENTS.**  
**YOLS HOTEL.**  
Davisville, Yolo County, California.  
The Yols Hotel is now open and ready to receive guests. It is a first class hotel and is well furnished with every modern convenience. The price of board and room is \$1.00 per day. For particulars apply to the proprietor, J. H. Yols, Davisville, Cal.



The TOP image is an excerpt from an 1858 birds-eye drawing of the Davis farm ranch. The approximate location of the southern edge of the Davisville town grid is superimposed in red on it. The BOTTOM image is an excerpt from the map of Davisville grid filed with Yolo County on November 24, 1868.

These two images are shown here in order to identify some of the buildings referred to in the above news accounts. The building on the far left is usually said to be the Davis farm house, which then became Dresbach's Yolo House, a combination hotel, bar, store, and post office. After Dresbach relocated to G Street, the building appears to have been taken over and upgraded by I. N. Knight.

Joann Leach Larkey's caption for this photograph of a train arriving at "Davis Junction" in 1868, published in her Davis Enterprise column, "Portraits of the Past," January 15, 1970.



DAVIS JUNCTION, 1868. A copy of this photo from the collection of Joann Leach Larkey, who was the author of the "Portraits of the Past" column in the Davis Enterprise. The photo shows a train arriving at Davis Junction in 1868. The train is a steam locomotive pulling a passenger car. A large crowd of people is gathered on the platform. The building in the background is the Davis farm house, which then became Dresbach's Yolo House. The photo is a black and white photograph. The word "PACIFIC" is visible on the side of the train.

07.02.2008