

February 1.

A railroad from Vallejo to Sacramento had been discussed for almost a decade but plans were "on hold" for years because of the Civil War.

We see here that the editor of the *Yolo County Democrat* remains skeptical that one will be built any time soon.

YOLO COUNTY DEMOCRAT.

SATURDAY, FEBRUARY 1, 1868.

THE VALLEJO RAILROAD.—The Solano Herald of January 25th has the following:

Periodically we are treated to fresh promises of more capital and greater energy to be employed in the construction of the Vallejo Railroad; and periodically there occurs some hitch in the arrangements which renders all these promises idle and nugatory. We long since ceased to place any reliance on the asseverations that the road was to be immediately built, however imposing the spasmodic preparations to that end; and time has invariably justified our skepticism. For the fourth or fifth time within as many years the community is informed that it is "rumored on the street in Vallejo that the gentlemen charged with the business have succeeded in negotiating for English capital sufficient to complete and stock the road from Vallejo to Sacramento, and that work will be resumed at a very early day." While we should rejoice as much as any one at the completion of that road, past experience forbids the revival of hopes long since dead, until we have something more tangible and practical than a mere street rumor.

DANGEROUS REMINISCENCES.—The following forcible and pertinent reminiscences of a bygone era of prosperity and peace, indulged in by a Radical organ, the New York Times, are too pregnant with danger to the Radical ascendancy to be often revived in that quarter: "It seems to be a well authenticated historical fact that the Republic did get on quite comfortably for something like eighty years, while the blacks did not fight our battles nor control our elections. It is true



**February 15.**

**Only two weeks  
later the *Yolo  
County  
Democrat*  
editor turns to  
waxing  
enthusiastic  
that financing  
for a Solano-  
Yolo railroad  
has been  
achieved.**

**VALLEJO RAILROAD.**—It seems that the prospects for active operations on this route, and the early completion of the road, are more favorable than ever before. This is a matter of vital importance to Yolo county, and we believe it will be treated with the consideration it deserves, as soon as the people become convinced that the Company actually means business, which seems to be indicated by arrangements now on foot. In this connection we would state that an additional condition of the proposed \$100,000 donation by Yolo county, is, that there shall be a branch road from Putah Creek to Washington, to be finished in the same time as the main road from Vallejo to Knight's Landing. This condition seems to have been omitted in the proceedings of the meeting held in Woodland on Thursday last. The Vallejo Chronicle, speaking of the road from Vallejo to Sacramento, says:

We learn from a reliable source, that all arrangements have been made for the early completion of the Vallejo and Sacramento Railroad. All liabilities of the Company have been paid off, and we may look for the work to begin as soon as the weather will permit. Those persons who have taken it upon themselves to predict the failure of this enterprise, may now haul in their horns as we know, if there is any reliability to be placed in railroad men, that we are to have a railroad. The junction with the Napa Valley Railroad will be speedily effected, and soon we will be able to travel by rail to the Callistogas. Parties have gone East for the purpose of obtaining aid from the Government to continue this line to Humboldt Bay. We have no fear of their failure in this scheme, as influential men are deeply interested in it.

**FIRST GUN FOR YOLO!** The meeting of the Democracy held on Thursday night—the proceedings of which are published elsewhere in this issue—was a complete success and must have been entirely satisfactory to those who issued the call, as well as others.



## February 26.

The editor of the *Solano Press* provides the economic and political background on building a rail line from Vallejo to Sacramento.

It seems that the steam ship companies view the line as competition.

As well, the Central Pacific Railroad wants to stop the road so as not to compete with its planned route between Sacramento and Oakland.

**THE SOLANO PRESS.**  
SOLANO CITY.  
WEDNESDAY, FEBRUARY 26, 1868.

**THE VALLEJO RAILROAD.**

For nearly ten years the project of building a railroad to connect Vallejo with Sacramento and Marysville has been before the people of Solano county, and ever since the incorporation of the Company, our residents have been repeatedly promised by those having the management of the enterprise, that it would be put through soon—only, "wait a little longer," and as many times have their expectations been painfully deceived. These unfortunate vicissitudes have originated partly by the mismanagement of the Officers and Contractor of the Compa-

relenting hostility of the California Steam Navigation Company to the proposed road. This Company, in its determined efforts to defeat the completion of the road, have spent thousands of dollars and caused bushels of letters to be written to the East to delay and prevent the sale of the bonds. During the continuance of the war, while eastern capital found ready employment at home, its efforts were crowned with success, but as soon as peace reigned and money returned to its owners seeking other investments, a million, or more, dollars of the bonds of the road were sold and the work was commenced. Yet hostilities on the part of the enemies of the road did not then cease. A new adversary in the person of the Central Pacific Railroad Company entered the field of opposition. This Company, having made up their minds to purchase the Western Pacific route and charter, put the road through, and carry their passengers and freight to a proposed new terminus near Oakland, want the Vallejo project squelched beyond resurrection. The Vallejo Company is battling single handed with both of these giant monopolies, and for a year past their darts have been thick, swift and poisonous, but their fury is about spent, they have failed in their designs and the road will go on.

We are informed that the agents of the capitalists furnishing the funds, during their late visit here, placed matters on a different basis, took the iron and rolling stock out of bond, and fully perfected arrangements to resume work on the road between Suisun and Vallejo.



**March 25.**  
**Railroads**  
**become more**  
**feasible when**  
**the State of**  
**California**  
**moves to**  
**authorize**  
**counties to**  
**vote to sell**  
**bonds in**  
**support of**  
**building them.**

**AID TO THE MARYSVILLE AND VALLEJO RAILROAD.**—Both branches of the Legislature have passed and the Governor has signed the bill authorizing Sutter County to give \$50,000 to the Vallejo and Marysville Railroad. The bill to authorize Yolo County to give \$100,000 to the same road is meeting with some opposition, on account of a clause that the charge for carrying grain shall not exceed five cents per ton per mile. The Company say they will not accept the money on any such terms, and the bill, if passed, would amount to nothing. The general railroad law allows fifteen cents per mile, but the charge would not exceed ten cents per mile, and Yolo is in little danger of any oppressive monopoly in that respect, because she has a considerable frontage on the Sacramento River, where the boats would, by their competition, keep the prices down.

**3-25-68**

**SP**



**April 1, item 1. Meanwhile, back in deep and swamp-infested Solano County a 34 year old German immigrant named William Dresbach, who barely speaks English and never learns it very well, is running an obscure U. S. Post Office on the SOUTH BANK of Putah Creek, in Solano County.**

**Isaac Friendlander, the San Francisco "Grain King," recruits Dresbach to buy gain for him to be loaded on an anticipated new rail road junction on the Putah NORTH BANK, in Yolo County.**

**In anticipation, Dresbach illegally moves his post office from Solano to Yolo County.**

**TRE MONT.**

About the first of January Wm. Dresbach, Postmaster at Solano Post Office, having severed his connection with the Solano House in this county, rented the late residence of Jerome C. Davis, in Yolo county. To serve his own ends he removed the effects of the Solano Post Office over the creek into Yolo county, where he has since continued to distribute mail matter and exercise the functions of Postmaster, regardless of the protestations of persons living on the Solano side, where the office by law is located. Such proceedings are totally without a precedent, and the wonder is that the Special Postal Agent does not break him of his commission and forthwith remove the office to its proper place on the Solano side.

**LEGAL.**—Ejectment suits have been commenced in the District Court the past week as follows: J. B. Frisbie vs Eben Hilton et al.; same vs J. Murphy; same vs John Welsh; same vs Calvin Harrington et al.; same vs Isaac H. [unclear]

**STILL ALIVE.**—Charles English, who was supposed to be mortally wounded in the Napu fracas of two weeks ago, was still alive,



April 1,  
item 2. In  
March, the  
California  
Pacific Rail  
Road  
Company –  
the “Cal P”  
people called it  
– begins work  
on a rail road  
to Sacramento.

**RAILROAD MATTERS.**— Work is progressing rapidly on the railroad, says the *Chronicle*, one of the locomotives has been put together, and is expected to have steam up to-day; track has been laid for about a quarter of a mile, which has been done by hand. Sometime during next week it is expected to have the track-layer machine to work. During the week, steamers from the city have been making regular trips bringing rolling stock, etc., for the road.

**Mr. Emery.**— The *San Francisco Times* suggests that the Democratic State Central Committee do not permit the “rooster with his head out of” to leave the city, but purchase his fortune in the coming campaign. No better emblem of the party could be had.

**Court Cockey.**— Under the new law the next term of the County Court will commence on the third Monday in April, the 26th.

April 4.

The *Yolo*  
*County*  
*Democrat*  
reprints  
the same  
*Chronicle*  
story three  
days later.

RAILROAD MATTERS AT VALLEJO.—The enterprise of building the Vallejo Railroad has it seems, at last assumed a shape which indicates that the managers mean business. The Chronicle of the 28th ult. says: "Work is progressing rapidly on the railroad; one of the locomotives has been put together, and is expected to have steam up to-day; track has been laid for about a quarter of a mile, which has been done by hand. Sometime during the week it is expected to have the track-laying machine to work. During the week, steamers from the city have been making regular trips bringing rolling stock, etc., for the road."

BRISK BUSINESS.—There is one branch of business in San Francisco that does not seem to be badly affected by the eight-hour law, or the stringency of the money market. One hundred and ninety-two marriage licenses were issued last month by the County Clerk Bartlett, and three hundred and eighty-four vessels were launched upon the perilous sea of matrimony.—[Vallejo Chronicle.]

The "stringency of the money market" will come in as a grim joke after the honeymoon is over, and there will be breakers ahead when the fair captors order new rig-



**April 6. Decades later, William Dresbach will gain a reputation on the San Francisco grain exchange as a man of remarkable calm, nerve and assertiveness in even the greatest market crises and great personal, financial lose.**

**We see those qualities here, where he defends his shady actions with forceful counter-attacks on his accusers.**

TREMONT. ↙

Just as we were going to press yesterday we received a communication from Wm. Driesbach, post-master at Solano post-office, concerning a statement which appeared in this paper last week relative to the removal of the office to the Yolo side. We have not the time nor space to publish the whole of it, but the gist of it is that he has not removed the office to Yolo county, but has rented a room from T. M. Gregory, near the Solano House, where he keeps the office. He says, however, that a petition has been circulated there and signed by nine-tenths of the native population asking that the office name may be changed to "Davisville" and be removed to the opposite side of the creek, his present residence, adding that the whole objection to the move in that section comes from parties who desire to deprive him of the office to further their own ends.

LIGHT DRAGOONS.—Capt. S. F. Taylor, commanding Sulson Light Dragoons, recently issued an order, requiring all property belonging to the State, issued by him to members of this company, to be returned on or before the 18th inst. The issuing of this order, in conjunction with the passage of Roberts' military bill by the Legislature, has led many to believe that the company has been disbanded. This is an erroneous impression. No



**April 15. The Editor of the *Solano Press* prints accusations that William Dresbach has acted illegally in his role as a Postmaster in northern Solano County.**

**The Postal Agent has acted to replace him with J. A. Bruner.**

**Stay tuned. Hint: J. A. Bruner was soon be reported as replacing Dresbach.**

**TREMONT.**

A correspondent writing from Tremont township, in order to place the matter right concerning the Post Office removal, says: I notice a statement in the last issue of the Press from William Dresbach in regard to the Solano Post Office. The facts concerning the matter are these: About the first day of December, 1867, Dresbach did remove the Post Office and fixtures to his bar-room at the Davis House in Yolo county, and kept the office there, contrary to law, for the space of two months, when complaint was made to the Postal Agent. He appointed J. A. Bruner Deputy Postmaster and sent to Washington to have him appointed Postmaster, at the same time ordering the Postmaster at Sacramento to send the mails to the Solano House and notifying Dresbach to deliver the key and effects to Bruner—all of which orders were disregarded. Dresbach, however, secured a room at T. M. Gregory's house on the Solano side, and on the arrival and departure of mails attended there and opened and distributed them, carrying nine-tenths of the matter along with him to his residence at Davis's, where he has a regular Post Office put up in good style and a deputy employed who attends to the Post and Telegraph offices. Finding that he might lose the office for his misconduct, he sent out four men with petitions asking to have the office removed permanently to "Davisville." These men worked on the sympathies of his former friends, using at the same time derogatory arguments.

**4 (April) 15, 1867**  
**SR**



## April 22, item 1.

Before the railroad, a number of small villages had grown up in Solano and Yolo Counties.

Silveyville and Main Prairie were two of these in Solano.

These items from the *Solano Press* provide a glimpse of the richness and difficulty of life in them.

### SILVEYVILLE.

The festival held at the School House on April 10th, for the benefit of the School District was a grand success, realizing about \$330. The exercises consisted of singing by the pupils of Prof. Miller's singing class, who acquitted themselves handsomely. A superb supper followed, winding up with an enlivening dance which trespassed on the morning hours. All went away agreeably satisfied, and our school was greatly benefitted.... Crops never looked more promising, in this vicinity, since the soil was reduced to cultivation.... The Suisun Brass and String Band have been engaged for the festivities of May Day, the Picnic and Ball.

### MAINE PRAIRIE.

W. G. Wyman, who came to Suisun on Monday from the vicinity of Maine Prairie, says, that the water has again risen over the town, surrounding the houses to the depth of three or four feet. The overflow is attributed to the high waters of Cache and Putah creeks produced by the late rains, which empty in the tules west of the Sacramento river, seeking an outlet to Suisun Bay.

WHAT IT MEANS.—Everybody asks what "S. T.—1860—X" means or signifies. An Oregon paper gives the most satisfactory interpretation we have heard, viz: "Democracy is the S-same T-thing it was in 1860, X-actly."

SP



April 22,  
item 2.

About two miles north of what we now call "Dixon," railroad-doomed Silbeyville had at least one saloon among its lively social activities.

Below that ad, there is one for a saloon in Suisun City, which was then a shipping port of some import.

## Tunnel Saloon, SILBEYVILLE.

E. B. PALMER, having purchased the "Tunnel Saloon" from C. S. Loomis, is prepared to furnish residents and travelers with the purest and best Wines, Liquors and Cigars.

He solicits the patronage of his old friends and of the public generally. oct21f

## SIDEBOARD SALOON, MAIN STREET, SUISUN CITY.

DAVID H. PIERCE and M. VAN OWEN,  
*Proprietors.*

This new Saloon has been elegantly fitted up on the "Sideboard" plan, and the proprietors announce to the public that they will dispense to customers the very choicest of Liquors, Wines, Beer, etc. This Saloon is intended as a quiet resort for those who wish to "smile" and pass on to their daily avocation. Call and see us.

**T. H. WHITE & CO,**  
McGarvey Building SUISUN.  
DEALERS IN

Linseed, Coal, Lard, Castor, Olive and Machine Oils. Also, every variety of PAINTS and Colors, Brushes, Window Glass, Putty, etc., etc.

Also, A fine Assortment of  
Paper Hangings!



April 29,  
item 1. The  
mail situation  
in the Tremont  
township  
continues to be  
in turmoil with  
apparently  
competing post  
offices. But,  
social life at  
Solano House  
is robust.

TREMONT.

A correspondent informs us that the mail accommodations of that section have been very irregular of late for the reasons that "both Post office and mail business is swinging around the circle". . . The Grant Glee Club met and organized at the Solano House on the evening of April 18th. The room was filled to overflowing, and many Democrats freely came forward and joined, announcing their intention to vote for Grant. The Club meets on Friday evening of each week.

~~THE RAILROAD.~~—The *Advertiser* gives the following resume of the work done and proposed on the Vallejo Railroad.

About one and a half miles of the track of the California Pacific Rail Road has been laid. Temporary depot buildings have been erected at the Vallejo terminus, where a large quantity of material and rolling stock is be-



## April 29, item 2.

Although the owners of the "Cal-P" were now building a rail line pointed toward Yolo County, as of early May their financing was still uncertain. This is enterprenerial risk-taking of a high order.

**RAILROAD CANVASSES.**—In the neighboring counties of Yolo and Sonoma the press and people are warmly discussing the merits and demerits of the railroad propositions submitted to them by the last Legislature. The proposition in Sonoma is to subscribe \$300,000 in bonds to either the Petaluma or Vallejo route. The advocates of each route are quite busy endeavoring to convince the voters that their favorite plan is the most judicious for the county to invest in. The election comes off on the 9th of May and warm times are anticipated, as the excitement is running extremely high on both sides.

The election in Yolo takes place on Saturday, the 16th of May, and the proposition submitted to the people is to subscribe the sum of \$100,000 in County bonds to the Marysville branch of the California Pacific railroad which terminates at Vallejo. We are informed that much canvassing and arguing is going on for and against the adoption of the proposition, and that it is going to be by a "close shave" if the subscription men win their point. The newspapers of both counties favor the subscription; but the Sonoma papers are divided in their advocacy of routes.

4-29-68

SP



April 29,  
item 3. As late  
as early May,  
work on the  
Vallejo-  
Sacramento line  
was still just  
beginning and  
still being  
planned.  
Nonetheless the  
entire line  
would be  
operating by  
the end of 1868.

THE RAILROAD.—The *Advertiser* gives the following resume of the work done and proposed on the Vallejo Railroad:

About one and a half miles of the track of the California Pacific Rail Road has been laid. Temporary depot buildings have been erected at the Vallejo terminus, where a large quantity of material and rolling stock is being prepared for use. Whiteside & Robertson have taken the contract to lay the track, using their newly invented machine for the purpose. A gang of men are at work grading three miles out. Twenty men were sent over the road Monday, to finish the grading as they advanced—the main part of the work being at the ends of bridges and at crossings of roads. Thirty men are at work at the Bridgeport Tunnel, which will be completed within ten days. Lemon Brothers & Taylor are grading seventeen miles of road between Silveville and the Sacramento tules. A contract has been or is about to be let for piling and trestlework across the tules to Sacramento. Connection will be effected with the Napa Valley Rail Road at an early day, though it is not definitely settled which company shall lay the track from the junction to Suscol. As soon as the connection is formed, the steamers will land passengers at the Vallejo terminus, instead of at Suscol. When the line is completed to Sacramento, trains will be run between Vallejo and Sacramento twice each day, morning and evening, connecting at the latter place with cars for the Upper Sacramento and for Nevada State. Steamers will also make two trips daily between Vallejo and San Francisco. It is understood that a grain elevator, several warehouses, and a hotel, are to be constructed near the depot this summer.

PRUDENCE APOLOGIZES.—W. W. Pendegast publishes the following card in the Napa Register concerning his speech on the Knoxville road law:

ED. REUSNER:—In a speech which I made in the Senate on the Bill known as the Knoxville Road Bill, I am satisfied that I did some injustice to the Hon. John M. Coglian, who represented Lake and Napa Counties at the time said Bill passed. The report of my speech, as published in the *Daily (S. F.)*