

Stage routes from Chico are numerous. Six-horse coaches, in summer, leave for Oroville, 25 miles; Butteville, Plumas Co., 63 miles; fare, 10 cents per mile. Stages leave for Diamondville, eleven miles; Butte Creek, 12 miles; and Helltown, 14 miles; also, for Dayton, six miles; Jacinto, 14 miles; Germantown, 13 miles; Willows, 56 miles; Colusa, 40 miles; Williams, 49 miles; Allen, 55 miles; and Bartlette Springs, 58 miles. Stages run Mondays, Wednesdays and Fridays, to St. John, ten miles; Orland, 23 miles; Olimpo, 30 miles; Coast Range, 35 miles; Newville, 40 miles. The average fare to all these places is ten cents per mile.

Leaving Chico, our course is more westward for seven miles to

NORD—a small station about three miles east of the Sacramento River. Next comes a side-track, 2.3 miles further, called

ANITA—and 2.4 miles further

CANA—This place has a population of about 100, most of whom are farmers, as wheat fields are still the rule. On, 2.8 miles further comes

SOTO—near Deer Creek, and 4.3 miles from

VINA—a small station near the Sacramento River, in the center of a very fertile region and a great point for grain shipments.

Continuing on 7.5 miles further, crossing several small creeks, passing some oaks and willows along the creeks, we come to

SESMA—a side-track, on the east bank of Sacramento River, which we cross, and stop at

TEHAMA—on the west bank of Sacramento River, where boats often land, being a thriving town of about 700 population. The *Tocsin* heralds the news daily in clarion tones, that all may learn that Tehama has a live daily newspaper. The place was, in early days, known as "Hall Crossing." Agriculture is the principal feature of the place, although the lumber business is an important item. A "V" flume brings the lumber down from the mills in the Sierras on the northeast, a distance of forty miles, with a capacity of 40,000 feet per day. The country is very fertile. Live oaks are numerous.

Lassen's Peak, to the northeast, is a prominent feature of the landscape, as it rises 10,578 feet above sea level, which would be about 10,000 feet higher than Tehama. Continuing along 12.1 miles further, crossing several small creeks, we come to

RED BLUFFS—the county seat of Tehama county, at the head of navigation on the Sacramento River, with a population of about 2,000. It is situated in the midst of rich agricultural and grazing land, with many thriving vineyards and several hotels, chief of which are the Tremont and Red Bluffs Hotel; also two weekly newspapers, the *Sentinel* and the *People's Cause*. Lumber is an important industry, and the manufacture of doors, sash and blinds is carried on to a great extent. Mt. Shasta, to the north, is a prominent object, rising up out of the valley.

Continuing along, crossing several little creeks, bearing away more to the westward, 10.3 miles, we come to

HOOKER—a signal station, 4.9 miles from

BUCKEYE—another signal station, located 1.8 miles from

COTTONWOOD—This is a small village in Shasta county, of about 300 population, situated on Cottonwood Creek, about five miles west of the Sacramento River.

Turning more to the northeast, a short run of 7.6 miles brings us to

ANDERSON'S—a village of about 200 population, 6.3 miles from

CLEAR CREEK—a small station on a creek of that name, which comes in from the west, and after 4.8 miles further, we come to the end of the road at

REDDING—This place was named for the land commissioner of the railroad company. This is the terminus of the road, having a population of about 500.

Redding is 308 miles north of San Francisco, 275 miles south of Roseburg, Oregon, and 475 miles from Portland.

Stages leave Redding daily, with passenger, mails and express, for Roseburg, and all intermediate places, distance 275 miles. At Roseburg connections are made with the Oregon & California railroad, for Portland, 200 miles further. Fare to Roseburg from Redding, \$41.25.

This region is fertile in subject matter for our book, but we are limited as to space, and with this hasty glance at the most important features of the country, now return to the city of Sacramento, and again start out on another route.

Up the Sacramento River.

Stepping on board a light draft steamboat, at the wharf in Sacramento, we are off for a trip by water.