

The Hot Sulphur Springs are situated about ten miles west of the station and have been quite a noted resort for invalids. Crude sulphur is also found here in large quantities.

Colusa county productions are principally wheat and barley. In 1876, there was 242,609 acres in wheat, which yielded 4,600,000 bushels; of barley there was 34,802 acres, which yielded 806,495 bushels.

Returning to DAVISVILLE JUNCTION we start again for the south, through as beautiful a farming country as one could wish to see.

Just after crossing Putah Creek we come to the great vineyard belonging to a Mr. Briggs. It contains 500 acres, the greater portion of which is devoted to raisin grapes, the balance is in almonds, figs, apricots and other fruits.

FREMONT—is the first station on the hills, 3.79 miles from Davis, but here trains seldom stop.

DIXON—is 4.26 miles from Fremont, and is quite a thrifty town, situated in the midst of a fine agricultural section of Solano county. It has several hotels, a number of stores and one weekly paper—the *Tribune*. Passing on, 3.3 miles further,

BATAVIA—appears; a side-track, and shipping point for grain. The country is broad and mostly under cultivation.

ELMIRA—is 4.84 miles further; population about 300, most of whom are agriculturalists. Wheat fields continue. Here the Vaca Valley railroad branches off to the north, through Yolo, the great wheat country, 17 miles to Winters.

CANNON—is a flag station, 4.04 miles from Elmira, and 6.47 miles from

FAIRFIELD—This town is the county seat of Solano county, situated on a broad plain, with a population of 1,000, and rapidly increasing. Small schooners come up the slough from the Sacramento River, and a rail-track is completed, south, to Benecia, 17 miles, where it is proposed to cross the river, by ferry, until a bridge can be built, and connect with the railroad from Oakland to Martinez—which is now completed. When this new line is opened it will be only 88 miles from Sacramento to San Francisco—with no grades—a saving over the Livermore Pass route of 52 miles, and only two miles longer than by the Vallejo route, 26 miles of which is by

steamboat. From Fairfield, it is 5.38 miles to

BRIDGEPORT—Just before reaching the station, a short tunnel is passed, through a spur of the western range, which is thrown out to the south, as though to bar our progress, or to shut in the beautiful little valley in the center of which is located the station.

The grade now begins to increase, as our train is climbing the Suscol Hills, which border San Pablo Bay. These hills are very productive, the soil being adobe. To the tops of the highest and steepest hills the grain fields extend, even where machinery cannot be used in harvesting. In the valley through which we have passed are several thriving towns, but the railroad does not go near enough for us to see them.

From Bridgeport, 3.83 miles brings the train to

CRESTON—but it will not stop, but roll down through the hills bordering the bay, 3.7 miles to

NAPA JUNCTION—Here we are in Napa Valley, which is on the west; beyond are the Sonoma hills, over which is the Sonoma Valley; to the southward San Pablo Bay. At this junction, we meet the Napa Valley branch, which runs north to Calistoga, 35 miles. (For a description of this branch, see page 220.)

Continuing, our route is now south, along the base of the hill we have just crossed, which also runs south to the Straits of Carquinez, the outlet of the Sacramento River, which flows into San Pablo Bay. The FAIR GROUNDS of the counties of Napa and Sonoma are passed, on the right, 3.2 miles, and three miles further appears North Vallejo, and 1.1 miles more, South Vallejo, where the steamboat lays, which conveys passengers over San Pablo and San Francisco Bays, 26.25 miles to the City of San Francisco. A description of this route across the bay, will be found on page 220. As North and South Vallejo are virtually *one*, we shall speak of them as

Vallejo—The town is situated on the southeastern point of the high-rolling, grass-covered hills bordering Vallejo Bay, which is about four miles long and half a mile wide, with 24 feet of water at low tide. The harbor possesses excellent anchorage, and vessels are securely sheltered from storms. The largest vessels find safe waters; and here are laid up the United States ships when not in use on this coast. The naval