

acres, having a frontage on the Sacramento River of seventeen miles, and extending five miles into the plain. This was mostly cultivated in wheat in the year 1874, and about 1,600,000 bushels was the product. The county is nearly a parallelogram, extending sixty miles in a direct line north and south, and the southern part from Butte Creek, and the northern from the Sacramento river, to the summit of the Coast Range on the west, giving a breadth of near fifty miles, thus embracing a broad and fertile section of the great valley. The river affords cheap transportation through the whole length of the county, being navigable at all seasons of the year for steamers towing barges of eight hundred tons to the town of Colusa, and of four hundred tons to points above. This fine and open channel forbids a monopoly of transportation, and has obviated the necessity of a railroad for freight, although the increasing passenger travel indicates the necessity of this improved system of highways. A large number of small streams have their sources in the Coast Range and flow eastward, and either sink in the valley or gather in the sloughs that connect with the Sacramento in the southern part of the county. Stony Creek, the principal of the Coast Range streams, rises about twenty miles north of the southern boundary and flows north to the northern boundary, thence southeast to the Sacramento. These would afford means for extensive irrigation were they controlled by proper engineering. The Colusa, Lake and Mendocino Telegraph Company, having their headquarters at Colusa, extend their wires through the counties named, being a great convenience to the business public and a source of profit to the projectors. At Colusa it connects with the Western Union Telegraph and with the world.

Officers: F. L. Hatch, County Judge; S. M. Bishop, Clerk, Recorder and Auditor; A. L. Hart, District Attorney; James L. Howard, Sheriff and Tax Collector; Moses Stinchfield, Treasurer; W. N. Herd, Assessor; M. P. Ferguson, Surveyor; S. H. Allen, Coroner and Public Administrator; J. E. Putnam, Superintendent Public Schools.

Compton, Los Angeles Co, P O 12 miles s of Los Angeles

Bland A Rev, clergyman
Finley J Mrs, teacher
Fisher Charles S, postmaster
Grand S & Co, general merchandise
Proctor A A, blacksmith
Tarr C W Rev, clergyman
Warren R B, teacher
Wright C B, hotel

Concord, Contra Costa Co, P O 6 miles s e of Martinez

Bacon Samuel, postmaster, notary public and justice of the peace
Bacon & Co, general merchandise
Bente & Bauman, blacksmiths and wagon makers
Beverly W L, liquor saloon
Blecher Chris, shoe maker
Downing Theodore, livery stable
Gebringer A, manager Leal Bluff Warehouse Co
Goodale & Newstader, general merchandise
Hamelin L A, physician
Hernandez Joaquin, groceries
Klein Philip, hotel
Loring Henry, hotel
Moreno L F, harness and saddlery
Parker Samuel, candies
Perez Francis, liquor saloon
REIF CHARLES, liquor saloon
Ruies P, barber
Venegas M, groceries and liquors

Confidence, Tuolumne Co, P O address,

Sonora, 12 miles e of Sonora
Barron William H, general merchandise
Baxter D F, hotel
Davely Theodore, general merchandise
Duvelling L T, general merchandise
Miller James L, hotel
Richards John, engineer
Thomas James, blacksmith

Congress Springs, Santa Clara Co. (See Saratoga)

Contra Costa County. Organized 1850. Bounded north by the Straits of Carquinez, Suisun Bay and the San Joaquin River, east by San Joaquin County, south by Alameda, west by Alameda and the Bay of San Francisco, and northwest by

San Pablo Bay. Area, 756 square miles. Assessed valuation of property for 1874, \$7,665,955. County seat, Martinez. Principal towns, Antioch, Clayton, Concord, Nortonville, Pacheco, Somersville and San Pablo. Resources, agricultural and mineral, both of high character. Contra Costa is most favorably situated for trade and the exportation of its products. The peak of Monte Diablo, the most prominent object observed in approaching the harbor of San Francisco, rises from the center of the county, and is richly stored with valuable minerals, coal being the principal, but copper and quicksilver are also found. Coal is mined extensively, and from the northern spurs of Monte Diablo comes the chief supply of fuel for the bay and river steamers, and the manufactories of the State. The monthly product is about 20,000 tons. The principal mines are the Black Diamond at Nortonville, and the Pittsburg, Union and Central at Somersville, only one mile distant. Other mines in other localities are now opening. The plains, valleys and hillsides are exceedingly fertile, and agriculture and grazing are conducted with great success. Contra Costa has navigable water on three of its sides, rendering communication with other parts of the State most convenient, and cheap transportation for all of its products. Two railroads, aggregating fourteen miles of track, are constructed for carrying the coals of Monte Diablo to the navigable waters of Suisun Bay. Two lines of proposed railroad will run through Contra Costa County. One of these, having its starting point between Bantas and Ellis stations, on the C. P. R. R., and its terminus at Oakland, is partly graded, and will encircle the county on three of its sides. The other is a narrow-gauge road, which the farmers of Contra Costa and Alameda Counties propose to build from Livermore to Martinez, following a level grade a distance of about 35 miles. In 1874 an excellent road was built to the summit of Monte Diablo, which has now become a favorite resort for visitors, anxious to witness the grand panoramic view presented.

Officers: Thomas A. Brown, County Judge; Lewis C. Wittenmeyer, Clerk; Hiram Mills, District Attorney; Mark B. Ivory, Sheriff and Tax Collector; George J. Bennett, Recorder and Auditor; John R. L. Smith, Treasurer; James Foster, Assessor; Russell Eddy, Surveyor; Edwin W. Hiller, Coroner and Public Administrator; Alfred Thurber, Superintendent Public Schools.

Conway's Landing, Mendocino Co, P O

address, Punta Arenas, 70 miles s w of Ukiah
Hargraves Zip, liquor saloon
McDonald John, liquor saloon
McMillan Angus, general merchandise

Copperopolis, Calaveras Co, P O 18 miles

south of San Andreas. Here were formerly some very rich copper mines, which for a few years poured forth their wealth in great profusion. At that time Copperopolis exhibited great prosperity, but declined as the interest in copper mining went down. The Stockton and Copperopolis Railroad was projected in the hope that by facilitating transportation copper mining would be revived, but the railroad was only built to Milton, 30 miles from Stockton, and *statu quo* describes the situation.

Baker J M, notary public
Braids Charles, blacksmith
Crawford George O, liquor saloon
Fontania A, groceries, wines and liquors
Ford John L, liquor saloon
Hodges G Z, hotel
Honey Calvin, postmaster and patent medicines
Honey Milton, agent W U Telegraph Co
Kelly Peter, livery stable
Marsan P C, butcher
Masters E G, gunsmith
Mead G A, lumber dealer
Turner William, wagon maker
Zaiss G B, brewery

Coppervale, Lassen Co, P O 15 miles w of Susanville

Goodrich Carlton C, postmaster, hotel, and land agt
Williams M & W, hotel

Cordelia, Solano Co, P O. (See Bridgeport)

Ramsey Charles, postmaster

Corralitos, Santa Cruz Co, P O address,

Watsonville, 15 miles e of Santa Cruz
Ford & Sanborn, manufacturers flour and lumber
Porter G K & B F, tanners