



THE WESTERN MAILS

Fort Niagara Sept. 20. 1798



NIAGARA This post office was established on Oct. 30, 1797 with John G. Coffin as postmaster. It was located in Fort Niagara but for some reason the "fort" was left out of the name. The fort is located in Niagara County, N.Y. on the east side of the Niagara River near its mouth with Lake Ontario. Both covers were postmarked and "FREE" franked by David Thompson the Commissary and postmaster at the fort — Sept. 21 and Dec. 28, 1798.



NEVER ACTED.

At the Theatre Royal, Drury-Lane,

This Present WEDNESDAY, MAY 6, 1795,

Their Majesties Servants will act a new Opera called

JACK of NEWBURY.

The Music, compos'd by Mr. HOOK.

(The Scenes, Dresses, Decorations, and Machinery are entirely New.)

THE CHARACTERS BY

Mr. PALMER, Mr. KELLY,
Mr. DIGNUM, Mr. SUETT,
Mr. R. PALMER, Mr. BANNISTER, Jun.
Master WELSH, Mr. PHILLIMORE.
Mrs. CROUCH, Signora STORACE,
Miss LEAK, Mrs. BLAND.

To conclude with an Emblematical MASQUE in Honour of the Royal Nuptials, called The

TRIUMPH OF HYMEN.

Hymen, Master DE CAMP,
Cupid, Master WELSH, Psyche, Miss GRAINGER,
Mercury, Mr. FIALON, Apollo, Mr. AUMER,
Diana, Miss COLLINS, Hercules, Mr. G. D'EGVILLE,
Castor, Mr. FAIRBROTHER, Pollux, Mr. BOIMAISON,
Zephyrus, Mrs. FIALON, Flora, Miss F. D'EGVILLE,
Britannia, Mrs. CUYLER,
Plenty, Mrs. BUTLER, Commerce, Mrs. HEDGES,

LOVES, GRACES, and CHORUS,

Miss Menage, Miss Wheately, Miss S. D'Egville, Mrs. Beaufort, Mrs. Brooker, Mrs. Brigg,
Miss Bourke, Mrs. Branwell, Miss Redhead, Miss Gawdrv, Miss Stageldoir, Miss Chatterley, &c.
Messrs. Cooke, Danby, Evans, Lyons, Maddocks, Welch, Trueman, &c.

The Scenery of the Opera is designed and painted by Mr. GREENWOOD, and Mr. CAPON.

The Masque and Decorations by Mr. MARINARI;

The Machinery by Messrs. CABANEL and JACOBS;

And the Dresses by Mr. JOHNSTON, and Miss REIN.

Books of the Songs to be had in the Theatre.

To which will be added

TIT for TAT.

Boxes 6s. Second Price 3s. Pit 3s. 6d. Second Price 2s. Gallery 2s. Second Price 1s.
Upper Gallery 1s. Second Price 6d.

NO MONEY TO BE RETURNED

Printed by C. LOWNDERS, next the Stage-Door.

Vivant Rex et Regina!

The New Comedy of FIRST LOVE is unavoidably deferred
Till Tuesday next.

V. P. D. Sheet Protector M - 196 V. P. D. Sheet Protector M - 198 V. P. D. Sheet Protector M - 198 V. P. D. Sheet Protector M - 196

From M^r. J. L. Adams
London 17th Nov^r 1783
rec^d. 24th Nov^r 1783
Chaillot

Monsieur le Ministre
des Affaires Etrangères
Paris

Monsieur le Ministre des Affaires Etrangères
Monsieur le Ministre des Affaires Etrangères
Paris



[Faint, mostly illegible handwritten text in French, likely the body of the letter.]

77.7

London Nov^r 17th 1783.

My dear Peter.

In my last, I gave you an account of having
seen the assembly of the House of Lords in Parliament. I have seen
nothing very extraordinary since then. but still I will acquaint you
with my proceedings: on Wednesday evening I went to the Theatre
Royal in Drury Lane and saw the West Indian, with a Pantomime
entertainment called Fortunatus - I think I have observed in a former
Letter, that they equal at least the French in Comedy. - the perfor-
mance of the West Indian confirm'd me in that opinion, for I don't
remember, to have ever seen a Comedy better play'd in my life: the
entertainment of Fortunatus, is a Harlequinade, like those performed on
the small stages of Paris. - on Thursday we went to the Royal Society
and

JOHN QUINCY ADAMS ON THE ENGLISH THEATRE 1783

"In my last , I gave you an account of having seen the assembly of the House of Lords in Parleament. I have seen [every] thing very extraordinary since then, but still I will acquaint you with my proceedings: on wednesday evening I went to the Theatre Royal in Drury Lane, and saw the **West Indian**, with a Pantomime entertainment called **Fortunatus** - I think I have observed in a former letter, that they equal at least the French Comedy - the performance of the **West Indian** confirm'd me in that opinion, for I dont remember , to have ever seen a Comedy better play'd in my life: the entertainment of **Fortunatus** is a Harlequinade, like those performed on the small stages of Paris - on thursday we went to the Royal Society and saw their Proceedings, but very little was done; there was nothing read except a very dry, unphilosophical account, of the late earthquakes in Calabria, with which I believe everybody was perfectly tired. I know, I was, for one. - If we had been there the Thursday before, we should have heard read two letters from Dr. Franklin [Benjamin] to the president of the Society, about the air balloons; by what I can find out they are in a puzzle to know whether the Dr. is in jest or in earnest; for in his letters, he points out to them, of what prodigious advantage the air balloons may be to Great Britain; under such virtuous Administration, as the present one. On Friday I went to see Hughes's equestrian performances, which are by no means equal to those of Astley's which you may have seen at Paris. - on Saturday we went to the Covent Garden Theatre and saw represented the **Tragedy of Douglas** in which Mrs. Crawford appear'd as Lady Randolph - this Mrs. Crawford was formerly very famous here; under the name of Barry; but about five years ago she left the stage; but she has been perssuaded by the Managers of the Covent Garden Theatre, to come on again, to counteract Mrs. Siddons who is at Drury Lane, but whether Mrs. Crawford may have been heretofore ; She is not I think at present equal to her rival; who has many advantages over her: 1st She is but about 30 years old; and Mrs. Crawford is turn'd of fifty - and She has more striking features, and a figure more adapted to the stage, - 3dly her voice is yet unimpair'd; and that of Mrs. Craeford begins to fail her; so that Mrs. Siddons will still command the attention of the Public, I think in preference to the other.

After the **TRAGEDY** , we had a mew Comic Opera in two acts called **The Poor soldier**; which is charming - in my next I will send you a Copy of one of the best songs in it, which if you find to your liking you have only to speak and I will send you some others. Farewell for the present.....your friend .O."

Docket: "From M. J Q Adams/London 17th Nov. 1783/recd. 24th Nov. 1783/Chaellot"

The young John Quincy Adams, at the age of 16, writes from London to his friend Peter Munro, about his visit to the Royal Theatres at Covent Garden and Drury Lane. The letter is addressed to "Monsieur P. J. Munro chez [at the house of] M. Franklin/Ministre Plenipotiaire des Etats Unis [United states]/aupres S. M. T. C. a [at] Passy/ [near] Paris."

THEATRE ROYAL, COVENT-GARDEN.

Scene 1.—**JANUARY.** *Hyde-Park and Constitution-Hill Gates, on a Frosty Morning.* T. Grieve

Scene 6. **St. JAMES'S PARK and CANAL,**
Buckingham House in the distance T. Grieve

Scene 7.—**MAY.** **PATENT SKATING.**
Kew Gardens on a May Morning. T. Grieve
May Day Sports.

Morris Dances, *Mess.* Austin, Collett, J. Cooper, Grant, Heath, O'Brian, Platt, Simpson, Sadler, Sutton,
Lussers, *Messrs.* Bates, Boden, Louis, Shutter, Tummley, Vials, Vine, Wells.

Scene 8. *Flora, Miss ROMER.*—*Her Attendants, Misses Griffiths, Hebbard, Thomasin, Vico.* Hodgins

Scene 9. *Abraham Arr'nd, the Barber, Mr. LOUIS, Mrs. Arr'nd, her Wife, Miss BARNETT.*
OUTSIDE of BARBER'S SHOP. Hodgins

Clown's Patent Machinery
INSIDE of BARBER'S SHOP. Hodgins

Scene 10.—**JULY.** **TO SHAVE BY STEAM.** Lappin
OUTSIDE of SIR SIMON SIMPER'S HOUSE.
Sir Simon, Mr. PARSE OF, Lady Simper, Madame FRITZER, Miss Simper, Miss SHOTTER,

Mailey, the Cook, Miss SUEE, Watchman, Mr. NAP,

Scene 11. *Inside of Sir Simon Simper's House.* W. Grieve

Scene 12.—**SEPTEMBER.** VAUXHALL BRIDGE. T. Grieve

Scene 13. VAUXHALL GARDENS. The CLOWN'S (GRIEVE)

Aeronautic Excursion from LONDON to PARIS,
Including the various VIEWS from the English Metropolis, till his
Arrival in the Gardens of the Thuilleries in Paris.

Scene 14. BURLINGTON ARCADE at NIGHT W. Grieve

Scene 15 and 16. The VILLAGE of BOW, near London—(PUGH)—LEADENHALL MARKET. PUGH

Scene 17.—**NOVEMBER.** PUGH

GRAND CIVIC FEAST in GUILDHALL.

Scene 18. MATHEMATICAL and ASTRONOMICAL INSTRUMENT MAKER'S SHOP. Lappin

Scene 19.—**DECEMBER.** POOR ROBIN'S HUT. W. Grieve

Scene 20. **The TEMPLE of IRIS.** W. Grieve

BOOKS of the Songs, &c. with a Sketch of the Story, to be had in the Theatre, & of Mr. MILLER, 69, Fleet-street.

NO ORDERS WILL BE ADMITTED.

THE NEW PANTOMIME OF **HARLEQUIN and POOR ROBIN,**

was again received by a crowded and delighted audience with shouts of admiration and applause exceeding any ever before witnessed, even at this Theatre—The beauty of the Scenery—the ingenuity of the Tricks—the rapidity of the Changes—and the irresistible drollery of the Incidents, were crowned with Three distinct Huzzas at the conclusion of the Piece, which was announced for repetition for EVERY EVENING till further notice.

Mr. SINCLAIR

continues to attract crowded and fashionable Houses—He will act Trumore on Saturday—and Prince Orlando, for the 10th time, on Tuesday.

JULIUS CÆSAR.

Marc Antony, Mr. C. KEMBLE, Brutus, Mr. YOUNG, Cassius, Mr. COOPER.

On FRIDAY, the Opera of

CORTEZ; Or, The CONQUEST of MEXICO, With all its original Splendour—and the Grand Display of **SPANISH CAVALRY.**

After which, for the first time at this Theatre, a Farce called

SIMPSON and CO.

Mr. Simpson, Mr. W. FARREN, Mr. Bramley, Mr. COOPER, Foster, Mr. ATKINS,
Mrs. Bramley, Miss CHESTER, (Her first appearance since her indisposition.)

Mrs. Simpson, Mrs. GIBBS, Mrs. Fitzallan, Miss LOVE, Madame La Trappe, Mrs. PEARCE.

On SATURDAY, the Opera of



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Mr Henry Walker at Home
to be forwarded by Mr John Stockbridge
of the How
Capt Colbach
1796
Whitehaven

As the New Englanders have such good success to the
North we are still in great hopes of seeing the French at
I have account here of Six sail of the best fleet silded by our men
off here the General that was ~~to~~ intend for the Ohio filled
with near 2000 prisoners and a considerable chest of money &
be

The Handkerchiefs you have desire may be
sold as fast as possible for what they'll command

My kind remembrance is desired to all our friends
and relations on your parts and I am with the Duty of a
Sons Son D. Parents

Your faithful and Affectionate Son

Henry Walker

LETTER DESCRIBING BRADDOCK'S DEFEAT AND EXTOLLING THE EXPLOITS OF WASHINGTON DURING THE FRENCH AND INDIAN WAR

1755 (Aug. 3) Petersburg, Va. to Whitehaven, England, folded letter datelined "Petersburg up Appamatox James River Virginia", endorsed "P the Hon/ Capt Eilbeck", carried by private ship to England bypassing the Post Office, Fine, the long letter gives a description of General Braddock's defeat and of Washington's heroism, at a battle that occurred 25 days earlier

The content of the letter includes: "I am sorry to informe you of our bad success in our first enguagement this year with the French and Indians...On the 9th of the last instant at Mongohala within six miles of the French Fort Gen. Braddock with 1300 chose men and officers were attacked by the French and Indians supposed to be in number about 400 and after a bloody action three & a half hours our troops yielded ground for want of officers to rally the men as most of them were either killed or wounded by that time as to the particulars no certainty yet we lost all our provisions Artillery Stores and Baggage of every kind. and by much the greatest part of our Officers and at least half the whole number of men was carried to field...and what makes a greater addition to our loss our Famous General Braddock was shot thro the arm and body mounting his fifth horse. The detachment of light Horse that attended him out of twenty nine had twenty five filled.

We are informed the French and Indians were not in number above 400 whose method of fiting were sticking on every side behind the logs and bushes and by aying a train of powder and setting it on fire our troops kept firing at the smoak till the were half killed and not knowing what they fired at and the Indians firing from every side drop'd them like Bees.

It is reported that Washington a Virginian who was our late General in our expadition last year rode up to General Braddock and advised him to breack his men and take the Indian method of fiting behind the bushes but he refised so by that means lost the battle...

Washington last year with three hundred men was attacked by Nine hundred and by his good noshons of there ways Kill's upwards of three hundred of theirs with the loss of Seventy Kill'd and wounded and when a parley was called out for by the French he had the better of the Battle notwithstanding there numbers".



BRITISH AMERICA
FORT CUMBERLAND, NOVA SCOTIA.
FRENCH & INDIAN WAR 1755/1763.

The following letter is addressed to THOMAS HANCOCK at Boston. He was the uncle of the famous JOHN HANCOCK of the American Revolution and a wealthy merchant who was an agent for the British government. It was written by Demetrius James, Lt. Col. of the 43rd regiment, and may have been commandant of the fort at the time.

"Fort Cumberland 18th July 1758"

Sir This goes by Captain Noble, who I most sincerely wish may arrive safe at Boston; as we are Extremely anxious, as well on Account of Mr Huston & an officer of the 43rd Regimt. as his Own, about the Fate of Dogget [John, an officer] who sailed from hence about ten days & must have good luck if he has not fallen into ye Enemy's hands since two men of the 43rd Regiment, two Rangers, one of Captain Danks's [Benoin] the other a Sargeant of Gorhams [Joseph, Lt. Col. Rangers] Company & one sailor belonging to Arbuckle who Escaped to us two days since from Mirimski, [New Brunswick] where they had been for Some time prisoners, informing us that there's a Privateer Crusing off Mount Desart yt has lately taken Grows and Winnits Sloops, the first laden with Lime for this Garrison, the other Either bound for or returning from Annapolis Royal [Nova Scotia]. I acquainted you by Dogget, who had my draught on you in his Own favour for £1050 of this currency on the province amount that Captain Danks with his Rangers had brought us in the 4th instant nine stout male prisoners alive, with one scalp from Petgnecheck [a location?], had drownd & destroyd as many more, taken 19 Stands of Arms and done the Enemy a great deal of Other damage. I at the Same time troubled you with some letters for my Friends in Europe, and others on his Majestys Service, which if they have been Lucky Enough to Escape this damnd privateer, I am persuaded you will be so good as to forward as usual. Lieut Meech with 30 Rangers in 3 Whale Boats went off this mornings tide for Piz[iquid, now Windsor, N.S.] from whence he is to proceed with all possible Expedition to Halifax [overland], to inform the Genel [Jeffery Amherst] of the Intelligence brought us by our people from Mirimiski: about 8 or so days hence - We expect his return with good news from Louisbourg [SEE note below]. With this I send you two letters on his Majestys Service: one for Major Elliot [Robert] and the other for Lt Dunbar. I shall be always Sensible of the favours you are so kind as to Confer on me & am Sir your Obliged and obedt humble Servt Dem James
To Thomas Hancock Esq"

Dem. James

Lt. Meech and the 3 whale boats sailed from Ft. Cumberland into the Bay of Fundy to Windsor, N.S. as per the RED LINE on the map below. Thence overland to Halifax. The "good news" they expected was the surrender of Louisbourg by the French to the British fleet 8 days before this letter was written - July 18, 1758. Ft. Cumberland was located near Amherst, N.S. and Louisbourg was on Cape Breton Island, which is the eastern part of Nova Scotia not shown on map.



Sir

From the Hon. Secy.

Fort Cumberland.

18th July 1758

This goes by Captain Noble, who I
most sincerely wish may arrive safe at
Boston, as we are extremely anxious, as well
on Account of Mr. Huston an Officer of the
43^d Regim^t as his own, about the Fate of
Dagge, who saild from hence about ten days
ago, & must have good luck if he has not fallen into the Enemies hands.
Since two men of the 43^d Regiment, two
Rangers, one of Capt. Daniels the other a
Sergeant of Gorams Company, & one Sailor
belonging to Artbuckle, who Escaped to us two
days since from Miramiskie, where they had
been for some time prisoners, informing us

To

Thomas Hancock Esq

at

Boston

Sir William Edward Parry, 1790-1855, British Arctic explorer and Rear Admiral. He entered the Royal Navy in 1803 at the age of 13 and served during the Napoleonic Wars. His claim to fame was on three voyages in the Canadian Arctic in search of the Northwest Passage, 1819/1820, 1821/1823 and 1824/1825. It was on this last voyage that he wrote the letter while his ships, HMS HECLA and FURY were lying in Davis Strait off Disco Island, west coast of Greenland. On a previous voyage, Parry had learned from some Inuit Indians that there was a strait west of Lancaster Sound that lead to the Arctic Ocean, which turned out to be Melville Strait and McClure Strait. But, he only got as far as Melville Island when he became blocked by the ice and the FURY was damaged and had to be abandoned. Taking the crew and what he could stow from the FURY he sailed back to England. SEE map above for route of the Northwest Passage. Parry made one more voyage in 1827 from Spitzbergen to reach the North Pole, but failed. William Edward Parry died July 8/9/ 1855.



William Edward Parry

Arctic Exploration and the Search for the Northwest Passage in the First Half of the Nineteenth Century :



Wm. E. Parry writes to his friend, Judge Wilkins in Nova Scotia, under dateline of "H.M. Ship, Hecla/Davis Strait [July 1824]"... You will have heard, I doubt not, of most of my public proceedings since I was in Nova Scotia, they have not been altogether successful, thank God, and yet we have not you will say, made any great show in the Geography of the Northern Regions, for the length of time we have been about it. With respect to our main object, the history of a navigable passage between the Atlantic & Pacific oceans to the North of the American Continent, we can only as yet be said to have discovered where it is not, which is at least something done; for the pioneering must be done by somebody, and had we left off attempting it at this stage of the business, somebody else, perhaps of another nation, might have stepped in to reap the fruits of our labour and experienced what our absence of success now is, it is difficult to say, for the navigation of these seas is altogether of too precarious a nature to found any calculation upon, but I confess that I am more than usually sanguine, and I can only promise that the Enterprise shall not be abandoned while a hope appears to remain of ultimate and complete success. Our present attempt is to be **by way of Lancaster Sound and Prince Regents Inlet, from which latter place we hope to penetrate the ice to that part of the Coast of America on which Franklin [Sir John] performed his late navigation on...**, Arrangements have been made for a ship to come round to Bhering's Strait [Alaska] to meet us with provisions, in case of our succeeding, and requiring a supply to take us onward....."

A handwritten signature in dark ink, appearing to read "Wm. E. Parry". The signature is written in a cursive style and is located at the bottom right of the page.

Arctic Exploration



CAPT. PARRY'S ROUTE IN H.M. SHIPS HECLA AND FURY IN 1824-25.
● PARRY'S ROUTE. ● RELIEF SHIPS ROUTE VIA BERING STRAIT.



**T.P.
Greenwich**

This letter was carried from the Canadian Arctic by the supply ship returning to England in July 1824. It was forwarded by C. Martyr who endorsed it "forwarded by C. Martyr who hopes he is not altogether forgotten by his friends in N.S. [Nova Scotia]" and placed it in the mails in London. It was marked with a red "T.P. Greenwich" two-penny post marking, "2" pence rate handstamp and August 9 1824 datestamp of the London West district. The letter was sent on the Falmouth packet Princess Elizabeth which departed Falmouth on August 16 and arrived at Halifax on September 21 1824. The cover was rated for packet postage of 2sh 7d sterling or 2sh 7d currency and postmarked at Halifax before being re-directed to Windsor.

John Franklin's 1845 expedition
to find the northwest passage

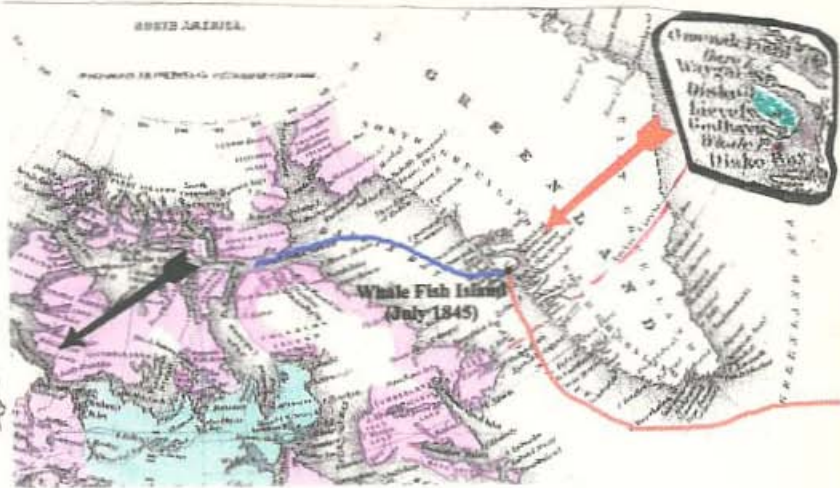
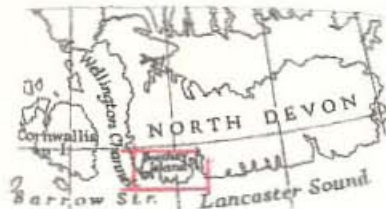
Wales Fish Islands
Sunday July 6th 1845

My Dear Sister Kate

I have embrace this most favourable opportunity of writing these few lines to you hoping to find you in good health and happy
back I should say you are married by this time
whether you are or not I did not forget to
write your health on the 21st last month
as always have been given to understand
that was to be your wedding day Remembrance
me kindly to learn we were off these islands
last Wednesday but did not get into the harbour
until Friday morning for we could not
find the Harbour but my dear sister I hope
will not feel offended at keeping you
on Board of the Lucy the day you came
to see me off for a party could not
be then on Board if I could I should

Sir John Franklin (1786-1847) was an English explorer and British Rear Admiral who proved the existence of a Northwest Passage (a water route from the Atlantic Ocean to the Pacific Ocean through Canada). In 1819 to 1822, Franklin surveyed part of the northwestern Canadian coast east of the Coppermine River. On a second expedition, from 1825 to 1827, Franklin explored the North American coast from the mouth of the Mackenzie River, in northwestern Canada, westward to Point Beechey (Alaska). In 1845, the third and final expedition in which he lost his life, Franklin sailed from England with two ships and 128 men to Canada in search of a Northwest Passage. All members of the expedition perished when both ships became trapped in ice. The last sighting occurred on July 26, 1845 by whaling ships, which did not take any letters, but later filed an official report.

MAP of the route of the Franklin Expedition. RED line is route from England to Davis Strait and Whale Fish Island. BLUE line is route to BEECHEY ISLAND via LANCASTER SOUND, near S.W. corner of N. Devon Isl- and. See insets of map.



A letter dated "July 8, 1845 at Whale Fish Island" in Davis Strait, between Baffin Island and Greenland to England, carried by favour from Wm. Rhodes, a seaman on H.M.S. Terror on Franklin's last voyage of exploration to the Arctic. The expedition sailed from England the latter part of May and at Whale Fish Island the supply vessel Barretto Junior transferred her cargo to the Terror and the Erebus. The supply ship returned to England with a packet of letters from Franklin and the crew. This was the last communication from the expedition. Very few letters are in private hands from this expedition. Rhodes' letter is simply addressed "Miss Kate Shingleton".

*Whale Fish Island
Sunday July 6th 1845*

AN OUTSTANDING LETTER FROM SIR JOHN FRANKLIN'S LAST VOYAGE OF EXPLORATION.

The letter was written at Whale Fish Island in the Davis Strait which is located between Baffin Island and Greenland. The writer, William Rhodes, was a petty officer on the H.M.S. "Terror" during Sir John Franklin's last voyage of exploration. The letter was carried privately by the returning supply vessel which had transferred her cargo to the "Terror" and "Erebus". The supply ship returned to England with a packet of letters from Franklin and the crew. This was the last communication from the expedition. The letter reads in part, "We arrived off these islands last Wednesday but did not get into the harbour until Friday morning for we could not find the harbour... We have had a very rough passage out... We are going to discharge the transport in this harbour and then she leaves us and makes her way home. We have just got half of our way or that is to say half as far as we shall be able to get this summer. We have had lots of broken ice with some very large bergs such as a mile round... I think you will not hear from me any more until we arrive home... P.S. We are all very happy in the ship. We have good officers in her and that makes us comfortable. After we have cleared the transport we have 3 years stock in store".

*Prother Mr. Rhodes Seaman on
Board of her Majesty's Discoverer
Ship Terror*

American Revolution

SUPERB HISTORICAL RICHARD HENRY LEE WARTIME ALS TO FELLOW SIGNER WILLIAM WHIPPLE CONCERNING THE DAY AND NIGHT ATTACKS STILL BEING MADE BY PRIVATEERS SANCTIONED BY BRITAIN EVEN AFTER THE CAPITULATION AT YORKTOWN. HE MENTIONS THE DISPLAY OF VALOR BY THE TOWNSMEN OF FELLOW SIGNER SAMUEL ADAMS IN REPULSING SUCH AN ATTACK

LEE, RICHARD HENRY. Signer of the Declaration of Independence. Autograph Letter Signed, 3 pages, 4to, Chantilly in Virginia, July 17, 1782, to fellow Signer William Whipple in New Hampshire. "Judging of your heart by my own, I cannot suppose that either of us will conceive ourselves neglected by an interrupted correspondence in the present state of things. It must certainly be some other cause than neglect which can produce such an effect between two persons whose friendship is founded on virtue tried in severest times. For my part, I must cease to live before I cease to love those proud patriots with whom I toiled in the vineyard of American Liberty...We have indeed, as you observe, suffered our part of the calamities of war, and I wish it may furnish us with the best kind of improvement which is learnt in the school of adversity. You may see by the published resolves of our Assembly that the last arrived delusion at New York is not likely to make a greater impression here than the old ones had done. I fear that our enemies have not yet drank deep enough of cup of misfortune to produce in their minds a serious desire of peace upon honorable and admissable terms, and no doubt the affair of the 12th of April in the W. Indies will serve to foster that spirit of pride and domination which cannot fail to bring G. Britain low indeed. The capitulation of York has freed us from much oppression, but we continue to be infested with privateers and strong barges that much injure our bay and river vessels, and pester our shores extremely with night robberies and day surprises. These crews are made up of refugees, negroes and such as fly from civil justice, who under the sanction of British commissions are warring upon women and children, stealing clothes and negroes and committing every outrage that chance can furnish them with an opportunity of perpetrating. Thus the worst passions of human nature are let loose to thrive under the patronage of George the third, defender of the faith truly! Two of these barges with 60 or 70 men stole unperceived the other night upon a Boston brig, loaded out with flower from Alexandria, and near the mouth of the river Potomac. The brig had 18 men only, and found the pirates under their guns before they knew of their approach. A severe contest ensued, in which the brave Bostonians contended with spears and cannonball thrown with their hands into the piratical vessels. It ended in repulsing the pirates with their loss a few more than 30 killed & wounded. The captain and mate of the brig were wounded and only one sailor killed. When you write to our good friend, S. Adams esq. congratulate him on the display of valor by his brave townsmen...Doctor Lee is at Congress, and I hope he will corr-(espond) with you. God bless you, farewell. Richard Henry Lee."

The affair of the 12th of April in the West Indies was capture of the French forces under Comte De Grasse by British Admiral G.B.Rodney, which shocked the Americans. The S.Adams mentioned above is Samuel Adams, also a signer. The Dr.Lee referred to is Dr Arthur Lee a delegate to the Continental Congress from Virginia 1781-84. Richard Henry Lee, 1732-1794, played an important part in the movement for Independence from Great Britain. It was Lee who made the motion on June 7, 1776: "That these united Colonies are, and of right ought to be, free and independent States; that they are absolved from all allegiance to the British crown; and that all political connection between them and the State of Great Britain is, and ought to be, totally dissolved."

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Honorable

General Whipple

at Portsmouth

New Hampshire

from the
hospital

17th Dec 1799

1799

My dear friend, Chantilly in Eng. July 17. 1782

43 - Letter 1

Judging of your heart by my own I cannot suppose that either of us will conceive ourselves neglected by an interrupted correspondence in the present state of things. It must certainly be some other cause than neglect which can produce such an effect between two persons whose friendship is founded on virtue tried in severest times. For my part I must cease to live before I cease to love those proved patriots with whom I early toiled in the vineyard of American liberty. The same reasons that I find had prevented you, have also discouraged me from writing, and nothing more so than the uncertainty of conveyance. It is disagreeable to write to a friend when the mind is cramped, and a free communication of sentiments prevented. Capt. Simpson safely contrived to me your letter with the very agreeable present of fish for both which I return you many thanks. The fish were fine, and furnished me with frequent opportunities, whilst I regaled my friends here, to recognize the worth of the bounteous hand by which we were so delightfully fed. But I was never made as happy as to see either Capt. Simpson or your relation. They came not in my way, or fin theirs. I sent one of my sons to entreat the pleasure of their company, but he was not fortunate enough to meet with them. I was in great hopes that the Major would have honored

Circulars

On board the American Ship Allegany,
at sea, July 25th 1815.—

Sir,

I have the honor to inform you, that on the 17th instant, the ship Allegany, Ebenezer Swillett, Master, arrived at Algiers, from the U. States of America, with a cargo of naval and military stores, in fulfillment of Treaty stipulations; and that on the 20th instant, when they had begun to discharge the cargo, I received a message from the Dey, informing me that he would not receive the same, saying that the articles were not such in quantity or quality as he expected; and that the ship should leave the Regency immediately, with myself and all other American citizens in Algiers.— Every proper measure was taken to prevent the execution of this order, and to restore the former good understanding; but without effect; and I left Algiers this morning, with my family, and all other citizens of the U. States then at Algiers.

This act bears such evident marks of hostility on the part of the Dey of Algiers, towards the U. States, that I embrace the first moment to communicate the same to all consuls of the U. States in the Mediterranean, that the same may be made known, without delay, to the commanders of all American vessels in this sea, and others concerned, that they may be on their guards, and secure themselves and their vessels, as effectually as possible, against the danger of capture.

I

I therefore request that you will give this notice to all commanders of American vessels, and other citizens of the U. States, in your District; and forward the same to all ports and places in this sea, with which you may have an opportunity of communicating, and where it is likely any American vessels may be found. —

On the 13th instant a squadron of cruizers sailed from Algiers to the Eastward, consisting of 5 frigates, 3 corvettes, two Brigs, one Ketch, one Schooner, one Row Gallies and six Gun Boats; and there is reason to apprehend that they had orders to capture American vessels. —

I shall proceed to Gibraltar, where I shall probably remain until I can communicate this intelligence to all parts of this sea, or learn something of the conduct of the Algerines towards our vessels. —

I have the honor to be,
Very respectfully,
Sir,

Your most obed^t. Serv^t.

Charles D. Cone Esq
Charge d'affaires of the
U. States of America,
Tunis.

Nobias Fear.

BARBARY PIRATE WARS
ALGERIA 1815

"United States Consulate
Tunis January 17th 1815"

Sir On the 15th inst the private armed Schooner Abaellino Captain Wier of Six guns and Seventy Six men anchored in this Bay in twenty nine days from Boston - bringing papers to the 13th December. From the Captain I have learnt that several other vessels destined to cruise against the commerce of the enemy were about entering the strights [of Gibraltar] and as the Ports of France Spain & Italy were closed against their prizes their object was to send them in to such Ports in Barbary [States] friendly to the United States.

The Abaellino had captured under Cape de Gat [Spain] the English Schooner Nancy from Liverpool bound to Sicily with a valuable cargo of dry goods and had ordered her for this Port. She has not however arrived.

In order to ascertain the disposition of this Government in permitting English prizes to be brought in and sold I had an audience with the first Minister and the Minister of Marines. In reply to my inquires I was told that English Prizes may be brought in and safely deposited in the Canal under the protection of their Guns but they could not give any assurance that they might be sold stating however that the United States should be placed on the same footing as was prescribed for France.

Referring to the measures adopted towards that Government I found that French Privateers were allowed to bring in and sell prizes until the English Government in making a strong remonstrance against such steps effected an arrangement by which French Privateers were prohibited from bringing and disposing of their prizes. I have however reason to believe that this arrangement contemplated and specified French Privateers only and which circumstance will give to American Cruisers an opportunity of bringing in and safely depositing their prizes until the British Govt authorise and empower their agent to exclude the Americans likewise. This arrangement if made will take time to effect in the meanwhile no impediment exists to prizes being brought into any Port in this Kingdom.

I hasten to acquaint you with this circumstance as the information may be useful and I have to request that you will do me the honor in the next advises to Government to apprise them of it.

There are very few British Vessels of War at present in the Mediterranean and the English commerce in these waters is extensive and valuable every protection will be given to public and private armed vessels of the United States arriving in this Port and its neutrality will not be violated with impunity.

I am informed by the Commander of the Abaellino that the private armed Brig the Warrior had captured near Gibraltar an English Brig of War and two ships under her convoy"

M. M. Noah

His Excellency/ W. H. Crawford"



(Classified, Elgin)

United States Consulate

Tunis January 17th 1815

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 stating however that the United States should be placed

Member of the Executive Committee
Virginia Association
President
W. M. Howard

(5/5)
Private

San Francisco Nov 20th 1855

Gen. Denver

My dear Sir

I trust I maybe allowed through this medium, to congratulate you on the complete and thorough annihilation of John Pugh's insane crusade against you - the communication published last week has completely silenced his batteries and scattered all his available defenses to the four winds and he will leave in the dust of fancy so completely buried in obloquy as to render his political resurrection a total impossibility. Thus may they all fall.

I trust you find everything satisfactory in Washington, although I feel assured the enemies are even now plotting against you. Have you met Henry H. Payne in Washington - You were fellow passengers I believe.

The community of San Francisco are thrown into the greatest excitement.

sequences of the campaign last fall
demanded new life - the infusion
of which came directly from my
own endeavors. Now I am again
a Democrat, - I should not say again
for I have never been otherwise. I
know not what chance I may stand
but place the whole matter in your
hands relying on your judgment and
good offices.

Trusting to hear from you, my
dear General, when opportunity
serves. Believe me to be

Yours faithfully
M. M. Hoak



Philadelphia Oct. 7. 1774.

Dear Sir
I thank you for your kind Letter - The wretched
vapouring of your Toris who are the worst Enemies of mankind
that ever disgraced the human Figure, Head and Heart, are ridicu-
lous enough - They are laughed at by every Man of sense here -
Gents here know better the state of Britain and America. -

But I can tell them, for their comfort, that Britain has neither
Troops nor Money, to engage in a twenty years War with all
North America.

I am assured by several Gentlemen here perfectly acquainted with
the British Army, that the whole seventy Regiments now in
being do not amount to 27,000 Men - 12,000 of these
must remain in Ireland

"JOHN ADAMS PHILADELPHIA OCT 7, 1774

"-The wretched vapouring of your Toris who are the worst enemies of mankind that ever disgraced the human figure, Head and Heart, are ridiculous enough - They are laughed at by every Man of sense here - Gents here know better the state of Britain and America. -

But I can tell them, for their comfort, that Britain has neither Troops nor money to engage in a twenty years War with all North America.

I am assured by several Gentlemen here perfectly acquainted with the British Army, that the whole seventy Regiments now in being do not amount to 27,000 men - 12,000 of this must remain in Ireland - Some are in the West Indies - Some in Gibraltar - Some in Minorca - Some in England and some in America - It is therefore certain they cannot with their present Army pretend to fight America at land - To talk of Hanoverians and Hessians! - Will the British Nation stripped of the Commerce of the Colonies, raise her Millions by new Taxes to pay Germans -? - The poor deluded abandoned Toris in Boston, knew not their Situation. - They are pushing, with all their malice for measures that if pursued will cost them very dear - "

Apparently the first page of a letter entirely in the hand of John Adams not signed. In this remarkable fragment of a letter, written 6 months and 12 days before the battle of Lexington/Concord and the beginning of the American Revolution, Adams writes in detail, the reasons why England can not win a war in North America, while it's troops are scattered around the world.

en by Jo in Adams es President

Exchange 444 75 Dalk

No 126

Post Bank in the Illinois State

= 1779

On Sight of this my first of exchange the Second of the
same tenor and read not paid please pay Messrs Bago Bona
or order the sum of four hundred and forty four dollars and
four fifths, it being for Stora Sea furnished for the troops

Stationed in the Illinois Country - with or without advice

From Sir

The Treasurer of Virginia

Your most Obedt. Humble

William Shannon

Comdr. Guard Sea

Shannon

2A

In Council Apr. 9. 1781

Gentlemen

The exchange between Continental and
hard money at Nashvashias at the Date of the within
having been at eight for one be pleased to issue
to the bearer ~~Mr James Conant~~ Gen Clarke
on account a warrant for four thousand four
hundred & forty eight Dollars Continental money
in discharge of this Bill

6448. Doll. The Auditors

[Handwritten signature]

[Handwritten signature]

Resolving this Bill to the Value hereinafter
at the time given the Board must be
entitled to the exchange in paper currency
on the copy of payment

no 12

THE LOUISIANA PURCHASE

The history of the Louisiana Purchase is one of the most complex and interesting periods in the annals of North America. From its discovery by Columbus it was a continual struggle for conquest by England, France and Spain. Following the American Revolution the United States emerged as the dominant force in shaping the geographic and political map of North America. (See map showing the expansion of the United States from 1776 to the Russian cession of Alaska in 1867). On April 9, 1692, Robert Cavellier de La Salle, took possession of Louisiana in the name of King Louis XIV for France. The city of New Orleans was founded in February 1718 by Sieur de Bienville, who made it the seat of the government of Louisiana. On November 3, 1762, Louis the XV presented the "country known by the name of Louisiana as well as New Orleans", as a gift, to Charles III of Spain.

Thirty-eight years later, by the treaty of San Ildefonso on October 1, 1800, Spain retroceded the Colony of Louisiana to France. Napoleon had convinced Charles IV of Spain, that if France acquired Louisiana again, it would serve as a protection for Spain's Mexico and Texas. The treaty had been kept secret because peace had not been signed with England. Thus Spain continued to occupy and administer Louisiana for France. Because of the strategic location of New Orleans near the mouth of the Mississippi River, the Spanish authorities made it difficult for the Americans to have free access to the Gulf of Mexico. They could seal off the port to all commerce and navigation on the Mississippi.

By October 1, 1801, Napoleon Bonaparte had decided to take possession of Louisiana and reconquering Santo Domingo and the island of Hispaniola from the blacks. For this purpose he sent General Leclerc with a large army which failed to take Santo Domingo. Leclerc died and was succeeded by General Donatien Rochambeau (See Lassaut to Rochambeau letter Sept. 30, 1803). By November 1803 the blacks had driven the French from the island and Rochambeau had surrendered to the British fleet. As soon as the treaty of Amiens was signed with England in 1802, General Victor [Duke de Bellune and Marshall of France] was appointed captain-general and Pierre Clement Laussat colonial prefect of Louisiana. Laussat arrived from France at New Orleans on March 26, 1803 after a voyage of fifty-eight days to the mouth of the Mississippi. But before Victor had completed his preparations in Holland, his four ships were imprisoned in the ice and he was unable to move. Victor never reached New Orleans and the administration of the colony was left in the hands of Laussat. The winds of war were blowing over Europe and the treaty of Amiens was already falling apart and the United States was negotiating with Napoleon to purchase the port of New Orleans and the Floridas.

Shortly after his arrival at New Orleans, Laussat began to hear rumors that France had sold Louisiana to the United States. As late as September 30, 1803, he had had no confirmation of the treaty of Paris on April 30, 1803, which ceded the colony to the United States. (See Laussat to Rochambeau letter) President Jefferson had authorized Robert R. Livingston to purchase the port of New Orleans and the Floridas. Much to Livingston's surprise, Napoleon offered them the entire colony of Louisiana including New Orleans but excluding the Floridas. The price was \$ 14,997,268.96. In addition to this must be added the cost of surveying this enormous piece of North America, which amounted to \$ 8,216,298.75 for a grand total of \$ 23,213,567.71.

Napoleon Bonaparte ratified the treaty of cession to the United States on May 22nd without waiting for ratification by the U.S. On that very same day war broke out between France and England. Probably the reason for selling Louisiana was the fear that it might be seized by the English and Napoleon's need for money to continue his plans to conquer and unite Europe under the flag of France. Napoleon personally prepared the third article of the treaty, which read, in part, "This accession of territory strengthens forever the power of the United States, and I have just given to England a maritime rival that will sooner or later humble her pride."

Clement de Laussat represented France when he received Louisiana from Spain on November 30th and then transferred this enormous domain to the United States on December 20, 1803. He had administered the colony for France for only twenty days.



THE UNITED STATES IN 1800.



THE UNITED STATES IN 1803.



PENSACOLA

The letter shown above was written by Robert Barrie, a civilian doctor attached to the British army in St. Vincent, West Indies. It is datelined "Camp at Grand Sable, 14th, December, 1772", addressed to his wife at St. Augustine, East Florida, where it arrived April 5, 1773, after a long and varied journey. The first stage of the journey was probably by an army boat from St. Vincent to Kingstown, Jamaica. Here it entered the mails and was endorsed "Windward Islands", rated 4d to Pensacola, West Florida, plus 4d from there to Charles Town, South Carolina "In all 8d". The straight line postmarks of each post office — JAMAICA — PENSACOLA — CHARLES/TOWN — were added as the letter passed through. At Charles Town the "In all 8d" was scrolled out and rerated "1/8S" (1 shilling 8d) and forwarded overland to St. Augustine. The 1 shilling was for the last leg of the journey via the overland post road to St. Augustine. A very roundabout way but the British mail packets did not stop at St. Augustine at that time. It should be noted that the writer endorsed the address sheet "Pr the way of Carolina or Georgia". In the letter he wrote "Pilot is come to tell me the Boat is just going to sail, and the barrel that the letters are obliged to be put into headed up." The "barrel" was towed out to the "Boat" by the natives through the heavy turf.

The British had acquired the Floridas — East and West — from Spain by the Treaty of Paris in 1763 and then retroceded them back to Spain by the Treaty of Versailles in 1763.



1785 (January 28). San Agustín de la Florida to Havana. Unpaid double weight letter charged two silver reales in Cuba. Sender's instructions: *por primera via* (by first way/available vessel).

Only known postmark from Spanish Florida and earliest reported town marking from any former Spanish colony in present day United States territory.

D. Manuel Fernandez Rendicho ^{or} de Estofeta de Flor
aguardado a la Adm. Genl. de la Florida que se administran de cu
enta de la R.º Hacienda:

● Certifico, y juro por Dios N.ºro. Señor, y esta
señal del S.º, que los gastos ordinarios de este Oficio
han importado en los seis ultimos meses de este año
de 1784, Ciento veinte y seis r.º de plata en la forma que
compreuevan las partidas siguientes: P.º de Plata

En 11 de Julio de este año pagué a D. Thomas
Tunno setenta r.º de plata importe de una libras
de papel blanco, de color, de verde, de plumas y de
para tintas, como compruevas en recibos N.º 1.º 70.º

En 10 de Sept. de 78. pagué cincuenta y seis
r.º de pla. al Sr. Tunno por imp.º de un peso com.º,
y un cello para el serv.º de la tinta como justifica
su recibo N.º 2.º 56.º

Total . . . 126.º

Cuyo total importe de Ciento veinte y seis r.º de pla. me
voy en data en la cuenta de este año a que pertenece: S.º Aguer
de la Florida treinta y uno de Diabto. de mil setec. ochenta y
quatro. =

Son 126. r.º de Pla. }

Manuel Fernandez
Rendicho

[Signature]

San Agustin de la Florida 28 de Enero de 1785

Al mas estimado y venerado hermano. Me alegrare que al recibo de esta se haye gozando de una cabal salud. Como yo ? para mi deseo en compañía de tu esposa y demas familia, la mia de Dios Gracia no es muy buena.

Hermano, no pido menos si no es que tu te has hecho el cargo? de que yo soy muerto por razon de que he escrito tres cartas y de ninguna de la tres he tenido la mas cor? Contesta hasta el [illegible] y que no he de estar toda la vida en el paraje en donde estoy y por [illegible] esto es ??? de la Voluntad de Dios todo el mas minimo modo que me han ocupado y me esta compando? me ha de abonar olvido o cualesquiera que se esta olgando con mi dinero. Al mismo tiempo he abierto por Un sujeto que me ha escrito una carta que habias cogido quinientos pesos para sostenerme en el paraje donde estoy. Dios te guarde y te de diez años de vida y que te proteje? bien con mi dinero y yo pasando mil trabajos sin haberme mandado lo que te mande pedir. Mira hermano que no son diez años los que tengo que soportar?? sino menos y si ?? fueras hermano que irias por los tuyos no estuvieran ni tampoco tres años por que con mil pesos que tu me mandarás coseguiria la licencia. Esto es antes que yo cumpliera los 25? Años que dando estos al Contador me daba mi licencia y me fuera para mi patria, queda con Dios y por una el contestacion de este tu infeliz hermano.

Francisco Arjona.

San Agustin de la Florida 28 January 1785

To the most esteemed and venerated brother. I shall be happy if upon the receipt of this letter you are enjoying good health. It is my wish that you are in the company of your wife and family. My own [health?], by the Grace of God, is not very good.

Brother, I only wonder if you have thought that I died because I have written three letters and have not had a reply to any of them. I do not plan to spend the rest of my life in this place, or is it God's Will that I remain here forgotten while others are enjoying my money? At the same time I have heard from an individual who has written to me that you had taken five hundred pesos to support me in this place. May God guard you and protect you, and give you ten more years of life, while you have my money and I am having a very hard time because you haven't sent me what I asked for. Look brother, it is not ten years that I have to endure here but less, and if you were a brother that looks after his own kin it wouldn't even be three years, because if you send me a thousand pesos I could obtain my *license* [permit to leave or discharge papers]. This is before I turn ?? years old, and by giving it to the *Contador* [accountant] he would give me a license to leave for my country. Remaining with God and waiting for an answer to this you unhappy brother.

Francisco Arjona.

Note: This is not a literal translation. The original is written in old Spanish and there are several missing and illegible words. This is my interpretation of the essential meaning of the letter.

THE WESTERN MAILS



BALIZE- SHIP.

BALIZE, TERRITORY OF ORLEANS This was the isolated abode of the river Pilots located in the southeast pass of the mouth of the Mississippi River. Situated in a boundless swamp with no firm land in sight. Here the ships, going up the river to the port of New Orleans, would take on a Pilot.

The post office was established in the third quarter of 1807 and before September 13th of that year. It was discontinued in 1818 or 1819 and then re-established on September 21, 1854. The Post Office Department carried it on the books until it was finally closed on June 22, 1866. The town is no longer in existence.

The folded letter shown above was written onboard the ship *Bathe* which was laying at anchor near the pilot town of Balize on November 7, 1807.

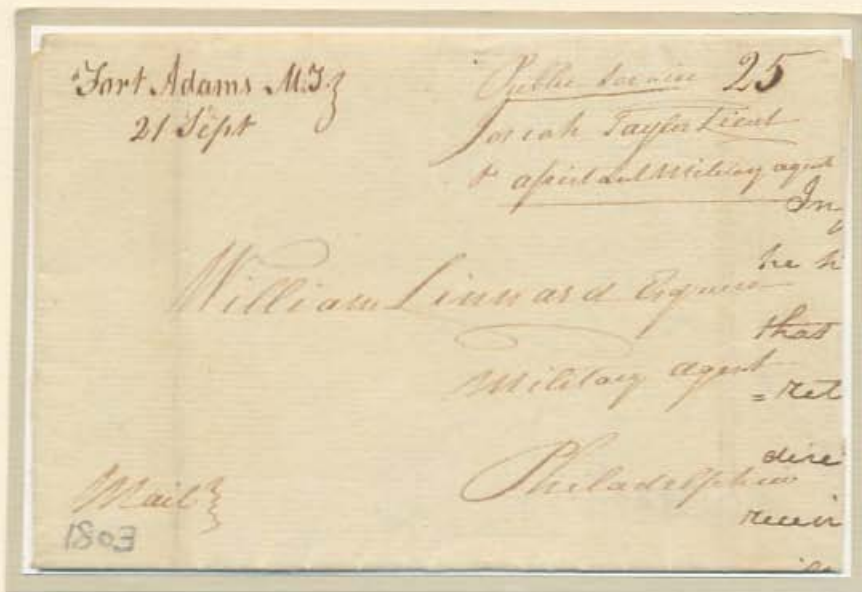
THE WESTERN MAILS

SPANISH WEST FLORIDA 1805

Historic letter written from Bayou Sarah, West Florida, July 1st, 1805 by David Bradford, to his friend David Redick. He states that he has been in New Orleans for several months and that "I was admitted without hesitation or difficulty in the Superior Court of the Territory of Orleans & prospects opened flattering enough", but he had then been laid up with Dysentery. He had planned to move his family to New Orleans but "The Yellow fever which annually has visited that place forbade an idea of that kind. I only meant to spend a few months to become familiar with the modes of practice under their new laws & mode of Government - Until it should become embraced in the Bosom of the Union [U.S.]. We have not here learnt one word respecting the result of Mr. Munroe's Embassy. Whether the Spaniards to give up peaceably & quietly as far East as the River Perdido which appears to me to be the Point to which that Nation [Spain] ought to concede without altercation under the terms of the treaty of St. Ildefonso - The words of said Treaty being - "And as was formerly held by the French" - It is established & known that the French held to that River formerly. I have seen all that has been said in public prints on this subject - Vouchers & documents. Much chaff has been offered to the public; but the truth is, as I can gather it that the U.S. from their [purchase of Louisiana from France] are entitled to claim & insist on a right as far as the Perdido. [Spain claimed West Florida to the Mississippi River and the U.S. claimed the land south of the 31st parallel and west of the Perdido River to the Mississippi as part of the Louisiana Purchase. This was solved when Spain gave up her claims to the Floridas by cession to the U.S. Feb. 22, 1819]. I presume Mr. Monroe [President James] has been influenced to purchase East Florida that the U.S. [may have no claims] to obstruct Post Roads & other communications in the Body of the U.S.. In the strip where I live I see great inconveniences; - true the Post passes but it may be obstructed at any moment the Spanish Govt. may say you shall not pass - Should this take place all communication by land is cut off between the Seat of Govt., & New Orleans & in short every part of the U.S. It is all important to the U.S. to have at least Baton Rouge District to preserve an uninterrupted Passage from N. Orleans into the interior of that Govt. - It may be said the U.S. can pass their mail on the South side of the Mississippi - true they can; but attended with great difficulty & expence as well as delay. Those can only be acquainted who know the country. I am anxiously alive to hear the result of Monroe's Embassy. In Orleans Politics ran pretty high. Democrat arranges himself against aristocrat & all seem to be in a fog - they know not what they are squabbling about. Tho. Jefferson is a God & a Devil. . . . Let the afore going suffice for Politics."

SPAIN had claimed and occupied Florida from 1513 to 1763, when she ceded it to England by the Treaty of Paris. The British then divided Florida into East and West Florida with the Apalachicola River the mutual boundary. Then at the Treaty of Paris in 1783, following the American Revolution, the Floridas were returned to Spain. Finally, following the War of 1812, Spain dropped her claims to West Florida and ceded East Florida to the United States on Feb. 22, 1819 - thus uniting the Floridas under the stars and stripes.

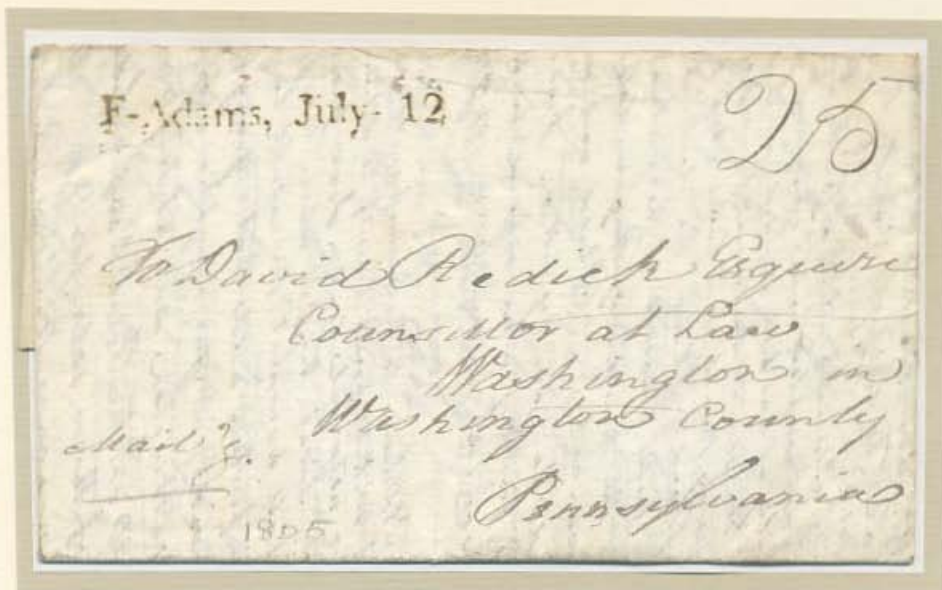
THE WESTERN MAILS



The RED LINE is 31st Paralell & border between W. Florida & the Mississippi Territory.

FORT ADAMS was established about 1798 and the post office about 1802. It was located at the Loftus Heights, on the east side of the Mississippi River, in the S.W. corner of the Mississippi Territory. The cover above bears the earliest postmark dated September 21, 1803. The cover below originated at Bayou Sarah in what was then Spanish West Florida on July 1st, 1805. It was carried via the Post Road to Fort Adams and thence via the Natchez Trace to Washington. It bears the type I postmark. SEE map above for location and opposite page for the historical content of the letter.

In the letter David Bradford complains about the Post Roads being obstructed and the mails delayed by the Spanish and that the U.S. should get control of at least the Baton Rouge District. Bradford had been a leader in the Whiskey Rebellion in 1794.



THE WESTERN MAILS



YNDIAS



Spanish America

Louisiana was a colony of Spain from 1762 until 1800 when France acquired it by the secret treaty of San Ildefonso. Because of the nature of this treaty Spain continued to administer the colony until just twenty days before it was purchased by the United States on December 20, 1803. The cover shown above was used during the Spanish period and is the earliest handstamped postmark in private hands from the Trans-Mississippi West. It is dated at New Orleans on the 19th of April, 1790. The YNDIAS is Spanish for *Indias Occidentales*, meaning West Indies.

Cover shown below originated at New Orleans on January 18, 1791 and was carried to France via Spain. The postmark ISLAS DE BARLOVENTO was applied in Spain indicating that it came from the West Indies. Both covers are from the same correspondence addressed to Bordeaux, France. The manuscript rates of 16 and 24 are the postal charges in Spanish reales.

ISLAS DE
BARLOVENTO



Mr. Durin,

Bordeaux. New Orleans, January 18, 1791.

Sir and friend,

You must have received the letter which I wrote you in duplicate, dated the 6th of this month, which informed you of my misfortune: since that time I have been a prisoner and do not know when I will be liberated. However, I hope that through the attention you will give this matter, I will soon recover it [my liberty].

Your very humble son

I repeat, my dear friend, do not be disheartened, and use all your friends and mine: make all possible sacrifices; I wrote to Messrs. V. and P. French and nephews to assist you with their advice, and to loan you as much as 200 louis if you need it: for that purpose, I came to an agreement with Mr. Kennedy. Messrs. Thomas and Gillette will help you as much as they can.

You have seen, from my two letters, the manner in which you must work in order to arrange this affair as promptly as possible. Please do not neglect anything.

Please show these [letters] which I have written you, to our friend Picart. but I have been told that he will be there for nine years.

Business

They are going

Addresses

Mr. Durin
Bordeaux

New Orleans, April 19, 1790

My dear Durin,

The only motive for this letter is to confirm the quantity of three thousand [kilos?] of indigo, amounting to 713125, (tournois)*.

I will send you, at the next opportunity, the bill of lading, the packages of merchandise which I have already loaded, and must load on board the vessel, the Neptune; Captain, G. Lawrance; destination, Bordeaux.

Sincerely yours,
My dear Durin

Your friend
A. P. Walsh

P.S. We plan to leave, at the latest, at the end of the month.

P.S. Please convey my respects to Messrs. V. and P. French and Nephews; and inform them that Mr. Kennedy has not yet disposed of half of this merchandise and, in consequence, has not discharged his debt to Mr. Demarigny; we are in the same situation; I still have alot from our private venture.

*This is a particular kind of louis.

✓
Leo Harris
Four Cardinal Ln.
St. Paul, MN 55127

July 31, 1991 KOURI.

Floyd -
The attached letter
just came from Dr.

NOTE THE YELLOW-
MARKED SENTENCES.
Perhaps you should
change your write-up?

John

Dear Leo:

It was very nice talking to you yesterday. I am enclosing the census of covers to and from Spanish New Orleans that I have compiled over the last several years. I have photos or copies of every item. The Spanish period, from the standpoint of postal history, starts in 1766 when the first postal system was established, and goes on to 1805, when the mail service finally ended. As per our discussion, I will gladly share my information with you but since I'm working on a book on the same subject, I want to publish most of this information in my book and not as separate articles. I hope you understand my situation.

You mentioned in your letter that the oval marking from New Orleans is mostly known on maritime shipping documents. These documents are ship registers that were treated as regular correspondence during that period and should be considered as mail. I am including an article on the subject that I wrote a couple of years ago explaining everything with much more detail.

Just a few comments about the photocopies that you sent me. Guerra-Aguiar article is interesting but it has several errors. First, the date of the cover addressed to Santiago de Cuba is very likely 1793 and not 1783 as widely reported, since Juan Bautista Vaillant, the Governor of Santiago and addressee, was not there until about 1790. Second, the *Galga* and *Liebre* were but two of the dozens of mail ships used in the Havana-New Orleans run over almost four decades. The first one was the *Postillon de La Habana* that started operating in 1766. It was purchased by José Antonio de Armona, the Postmaster of Havana, for 1,500 pesos. Regarding Mr. Floyd Risvold's two spectacular covers, that I've been very familiar with for several years now, I would like to make the following observations (I hope I don't sound too pedantic but I am a little compulsive with details). The circular "NUEVA ORLEANS" marking, which is unique as far as I know, was made in Havana in 1766 by Blas de Olivos. New Orleans and the Isle d'Orleans, technically speaking, are on the eastern bank of the Mississippi and not on the "West" as stated by Mr. Risvold. In any case I have a 1784 cover with and YNDIAS handstamp applied in New Orleans so his letter is not the earliest. Also, the Spanish concept of "Yndias" included the entire New World and not just the West Indies. In fact, most of the YNDIAS markings from the 18th century appear on letters to and from the Continental Americas. On his second cover, that type of ISLAS DE BARLOVENTO handstamp was used exclusively at Cadiz in southwestern Spain. The manuscript postal markings are not on reales but on sous (previously known as sols) applied in France. Sixteen sous was the single weight rate from most places in Spain to Bordeaux. The rate of 24 however, is

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January 23, 2004

Floyd,

What follows is the translation of pertinent parts of the first two paragraphs in the right-hand column of page 21, of ACADEMVS:

"The first mark with the legend "NUEVA / ORLEANS was a round bronze handstamp made in Havana by Blas de Olivos during April of 1766, for which he received payment of ten silver pesos. The receipt [from Olivos] which remained in the hands of Postmaster Badán has fortunately survived until our days. This expenditure was also documented in the accounting which Badán [the first New Orleans postmaster] prepared on July 29, 1766, shortly after his arrival in New Orleans.

The first and only example known of this mark appears on a cover from New Orleans to Bordeaux, sent April 19, 1790, in combination with the handstamped mark YNDIAS. We wonder why this mark has not been reported until almost a quarter of a century after its manufacture. There exists a cover which left New Orleans in 1784, but this only has the mark YNDIAS. In general the use of all of these markings during the eighteenth century was a bit irregular."

Cheers!

THE WESTERN MAILS

Marine
Colony of
Louisiana

New Orleans, Frimaire 17, year 12
(December 10, 1803)

The Colonial Prefect of Louisiana, Commandant of
the French Government.

To Mr. Duparc, Commandant of the Pointe Coupée

I am enclosing, Sir, the order which I have issued concerning the taking of possession of the French Republic of Louisiana in your district.

I reached an agreement on it, in advance, with the commissaries of S. M. C. so that it was issued by their office, dated the 12th of Frinaire (December 4, 1803).

Sir, please comply with it and confirm receipt [of this order].

I am sending you several copies of my proclamation and some of my principal orders concerning this situation.

If anything should come up in your territory, which is worth the trouble, please hasten to give me an account of it.

If, in this packet, there are some other things for the commandants of the Upper-Posts, it is in the hope that you will forward it to them: I charge you with it, I command it of you for I count on this to redouble zeal for peace and good order.

Continue to justify the public confidence which you enjoy.

Yours truly,

Laussat

FRENCH LOUISIANA

Historic letter signed by Napoleon's official representative, Pierre Clement Laussat, just ten days after Spain had retroceded Louisiana to France, and ten days before the formal transfer to the United States. In the letter Laussat advises the Commandant at Point Coupee of Spain's formal transfer to France and encloses copies of his proclamation and "principle orders concerning this situation" — the forthcoming transfer to the United States.

Marine.

Colonie.

Louisiane.



Neuve-Orleans, le 17^e février (An 12

(10 X^e 1803.)

Le Préfet Colonial de la Louisiane
Gouvernement Français

Monsieur Duparc Commandant de la pointe Coupée

Je vous remets ci-joint, Monsieur, l'arrêté que j'ai rendu -
concernant la prise de possession de la République Française de
la Louisiane dans votre District

J'en suis tombé d'accord avec les Commissaires de S. M. C
ainsi qu'il résulte de leur offre du 12^e février (A X^e 1^e et 2^e)

Vous voudrez bien, Monsieur, vous y conformer et m'en accuser la
reception.

Je vous remets plusieurs exemplaires de ma proclamation et de
quelque uns de mes principaux arrêtés en cette circonstance

Si il survient rien, qui en méritât la peine, sur votre territoire
veillez vous traiter de m'en rendre compte.

Et dans ce pays il y en a quelques autres pour les commandans
des postes Supérieurs, c'est dans l'espérance que vous le leur ferez
tenir. Permettez-moi de vous en charger, je vous le demande d'un
redoublement de zèle pour la tranquillité et le bon ordre.

Continuez à justifier la confiance publique dont vous
jouissez

J'ai l'honneur de vous saluer.

Saussat

THE WESTERN MAILS

*Monsieur Duparc Command. de la
Pointe Coupee sur la Riviere de l'Orleans.*

M.

LE CITOYEN LAUSSAT, Préfet-Colonial, Commissaire du Gouvernement Français; pour la reprise de la Louisiane des mains de l'Espagne & sa remise aux États-Unis, vous prie de participer, chez lui, JEUDI PROCHAIN, 23 FRI-MAIRE (15 Décembre) à une SOIRÉE, qu'il dédie à Monsieur le MARQUIS DE CASA-CALVO, Brigadier des Armées Espagnoles, l'un des Commissaires de S. M. C., en retour du noble & brillant accueil qu'il a fait en lui ces jours derniers au Représentant de la Nation Française, & en signe de l'union & de l'amitié qui régne entre leurs deux Augustes & Puissans Gouvernements.

A Sept heures du soir.

Nouvelle-Orléans,
Le 19 Frimaire an XII. & 11 Décembre 1803.

*M. Duparc Commandant de
la Pointe Coupee, en son
de l'Intendant, N. Orléans*

PROLOGUE TO HISTORY

Mr. Duparc, commandant of the Pointe Coupee, opposite the Intendant's Sir,

Citizen Laussat, Colonial Prefect, Commandant of the French Government, on the occasion of the taking of Louisiana from the hands of Spain and its return to the United States, begs you to take part in, at his house, next Thursday, Frimaire 23 [December 15] in a soiree, which he has dedicated to the Marquis of Casa-Calvo, Brigadier of the Spanish Armies, one of the Commissioners of S.M.C., in return for the great and brilliant welcome which he gave to the representative of the French Nation, and as a sign of the concord and friendship which prevails between their two August and Powerful Governments.

Seven o'clock in the evening.

New Orleans, Frimaire 19, year 12. and December 11, 1803.*

*S.M.C. — ["His Catholic Majesty"].

R Monsieur

Monsieur L. Pittet de la Croix
Procureur du Douane Impériale

A Paris



à la Nouvelle-Orléans le 31^{me} 1812.

Je profite, mon cher Cousin, de l'occasion que me présente le Brig
Major Cap^t. Patterson Morris qui va de ce port à celui de Bordeaux pour te
donner de mes nouvelles et tacher de me procurer de bonnes. Je renferme ma
lettre dans le paquet de M^{rs}. le Comte de Sully et s'il arrive tu auras bien
sûrement ma lettre. Tu sais que dans les circonstances présentes ce ne sont
pas de longues lettres qu'on peut écrire. Je te dirai donc simplement que je suis
depuis plus d'un an, dans cette ville dont je gère le Consulat ce qui me double
mes appointements - que je desire vivement d'en être nommé titulaire et que
si tu peux y contribuer et aider le Général à me faire obtenir cette faveur
tu auras de nouveaux droits à ma reconnaissance. Ma femme et ma fille
Laurette sont avec moi, se portent, ainsi que moi, très bien et t'embrassent
de tout leur cœur. Ma fille Carolina est avec son mari à Philadelphie et
vient encore le 4 de juillet d'avoir de te donner une nouvelle cousine.
ainsi la famille est ainsi composée: John Clement Stocker, né le 4^{de} de juillet
1809. Louis Fousard Stocker né le 20. octobre 1810, et Mary Catherine Stocker
née le 4. juillet 1812. Envoie moi aussi les noms de tes fils, filles et
petits enfans et tiens un état de tout ce qui nous est proche car c'est
à toi à aider enfans que les miens pourrout un jour s'adresser pour
connoître toute leur parentée du mien du côté de ma mère.

Envoie te Souhaiter, ainsi qu'à ma cousine une bonne et heureuse

THE WESTERN MAILS

New Orleans, September 30, 1803

The Colonial Prefect of Louisiana, to General Rochambeau, General in chief and Captain-General of the island of Santa Domingo at Cape France.

My letter, included herein, General, dates from August 19 [1803]. On that day an excellent occasion arose to write to the Minister of the Navy and the colonies, and I was quite pleased to take the opportunity to inform him immediately of my response to your request.

Despite my orders and the pains I took, the cutter, the *Terror*, bearer of your dispatches, was very much delayed in setting out again -- on account of making repairs, taking on provisions [etc.], without which, he maintained, he wouldn't be able to put out to sea again. This extraordinary delay made me hope that during the interval I would receive news from France that would favor your views.

I even put off setting sail for two days to see if the courier from the northern part of America, which arrives here, overland, every Thursday, might not still bring me a packet [or--some mail] yesterday: nothing came for me.

In the meantime, I've learned with a great deal of probability, of the cession of Louisiana to the United States, but up until now I have neither orders, nor instructions, nor official advice of any kind.

If the cutter could have been loaded with flour, as I proposed to him, I would have taken it upon myself to send you some: he told me it couldn't be done.

In the event that the Government authorises me to use my resources to come to your assistance, I would try at once to combine the liveliest and most eager zeal with the necessary prudence; these resources, I must tell you, General, are fewer than you would think.

I do not doubt that from now on, my stay in this country will be very short.

I have had to complain excessively of Cen Candon, Lieutenant of the ship, commander of the cutter, the *Terror*; this officer, with some ridiculous claims, has shown the most scandalous insubordination and the worst manners toward me. If I had been in a less precarious position of authority, I would have been forced by his behavior to deal severely with him, since he did force me to report his conduct to the Government. I hear,

Marine.
 Colonies.
 Louisiane.



Nouvelle-Orléans, le 7 Vendémiaire An 12

Le Préfet Colonial de la Louisiane,
 Au Général Rochambeau, Général en chef et Capitaine
 Général de l'île de St. Domingue
 au Cap Français

ma lettre ci-incluse, Général, Date du 1^{er} fructidor :
 c'est que ce jour-là il se présenta une excellente occasion
 d'écrire au Ministre de la Marine et des Colonies, et que
 je fus bien aise d'en profiter pour lui donner sur le champ
 connoissance de ma réponse à votre demande.

Le retardement extraordinaire que, malgré mes ordres et
 mes soins, le Cutter la Cécile, porteur de vos Dépêches, a mis
 à repartir, en multipliant ses réparations, ses approvisionnements,
 &c., sans lesquels il a prétendu ne pouvoir reprendre la mer,
 me laisse à espérer que dans l'intervalle je recevrai de France

THE WESTERN MAILS

moreover, that he remains here, and, that [on his own authority? -- or -- acting on his own authority?] he has passed the command of his ship to his second, Cen Collinet, Ensign of an unmaintained [or -- out of service?] vessel. This step, envisaged [-- or -- foreseen?] in all his relations [actions? reports?], completes the description of Cen Candon.

At the same time, I render this justice to Cen Collinet: he appears to me to be worth a good deal more than Candon.

I have the honor to salute you.

Laussat "



SEAL OF THE MARINE
COLONY OF LOUISIANA
ON REVERSE OF LETTER.

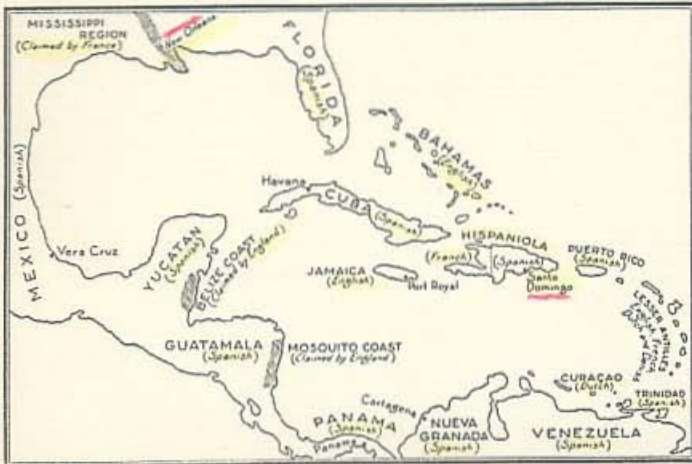
au General en chef

*Rochambeau, Capitaine General de
L. de S. Domingue*

au Cap Francais

ADDRESS PANEL - NO POSTMARKS

PROLOGUE TO HISTORY. SEE translation of Laussat's letter to Genl. Rochambeau commanding at Santo Domingo. Apparently Rochambeau is in urgent need of flour - provisions and military assistance. Laussat is looking for news from the northern part of America. Probably from the French ambassador at Washington regarding the rumor that Louisiana has been sold to the United States. Also news to that effect from France. Laussat tells Rochambeau that his "resources are fewer than you would think" - that there is no large force that can come to his assistance. Laussat is presently in a "precarious position of authority". Genl. Victor, who was to command, had not shown up with his troops and never did. Laussat has no orders covering that situation and no additional authority. He does not know that the treaty ceding Louisiana to the United States had been signed at Paris on April 30th, just five months previous to this letter of Sept. 30, 1803. Genl. Donatien Rochambeau was the son of Genl. Jean Baptiste Donatien de Vimeur Rochambeau, who had commanded the French army, that fought with Geo. Washington in Americas war for Independence.



N Orleans*Jun 16



AMERICAN
LOUISIANA

On December 20, 1803 the French flag came down and the largest real estate transaction in American history was concluded.

"The American flag stuck halfway up the pole, then reached the top, and a small crowd of Americans cheered it uncouthly. It signified that a real-estate transaction of incalculable value had been completed, that the French Empire would never return to North America, and that one of the most momentous events in history had occurred."

Bernard DeVoto,
Course of Empire.

Cover shown was used June 16, 1804 just about six months after what has become known to history as The Louisiana Purchase.



My dear Sir

Boston July 20th 1797.

Your favour of the 29th came to hand only a few days ago, by the last Packet.

The fact, with respect to the apprehensive rupture with Mexico, is, that a Civil War exists in that Country, and the Emperor (with whom we lately renewed the Treaty of Peace made with his father) has long since given notice that his Cruizers should capture the vessels of all nations which they might find going to or coming from the Ports of Mexico, not in allegiance to him. Perceiving that this threat and all that the public Agents of the U. S. (in Europe) were able to do, was not sufficient to prevent our vessels from proceeding to Saffi and Mazagan in great numbers, & many of them armed (without Commission) to resist his Cruizers; he has likewise threatened to take all American vessels indiscriminately, if the Trade should not be immediately discontinued. His Cruizers have accordingly

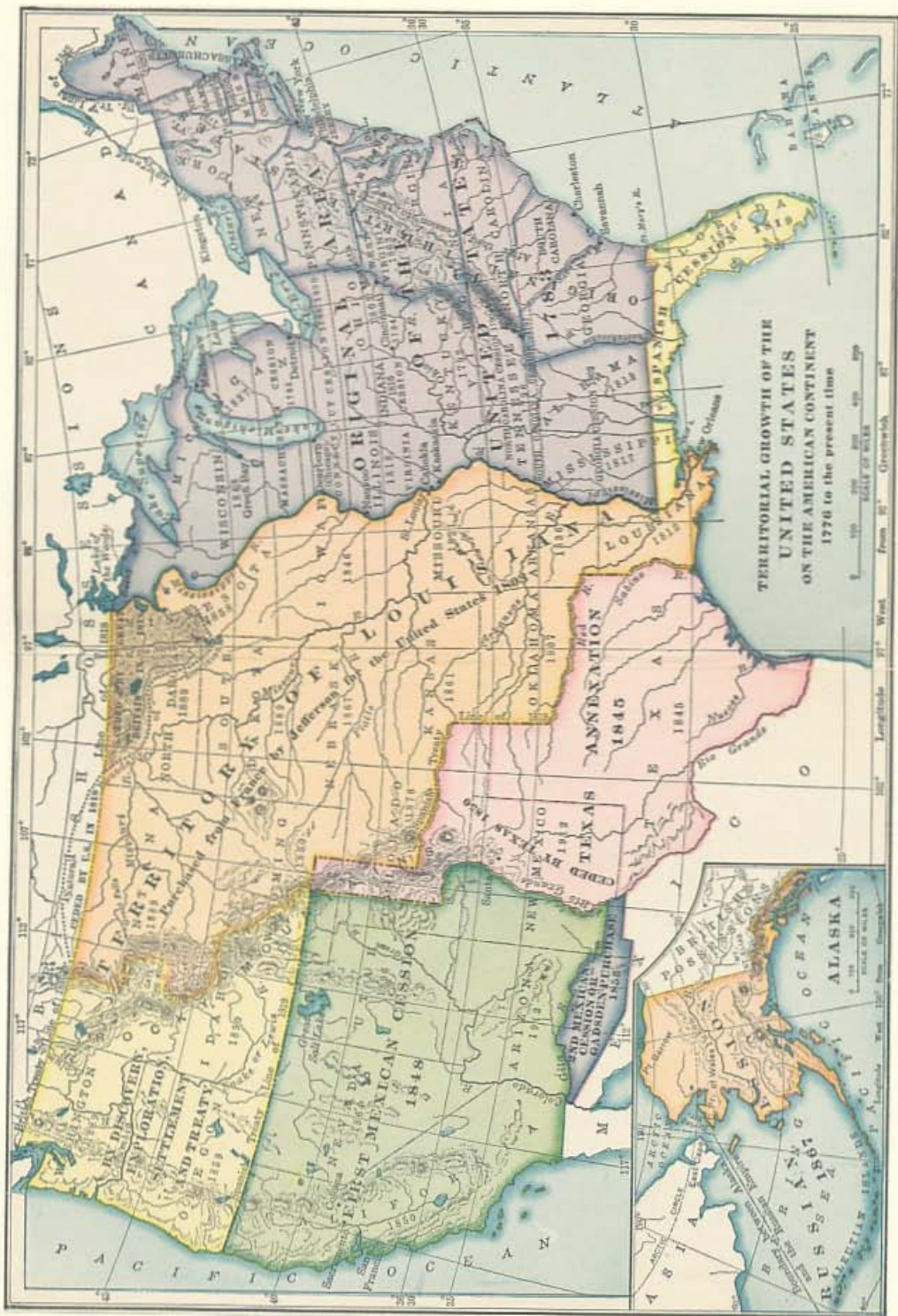
Bey of Algiers has taken in our behalf...he having invaded that Territory with the object of compelling the Bey to make Peace with us.-- for which he has spontaneously offered to advance the money from his own Treasury --and which he is determined to guaranteed, as he has done that with Tripoli. What strange changes happen in this world...this same Bey is thought to be more friendly to the U. S. at present, than to perhaps to any other Christian nation whatsoever!

We have nothing new here, except the partial action that happened on Tuesday last, near Cape St. ^{Vincent} between the Spanish and English fleets -- in which the latter captured four ships of the line of the former. The former consisted of 27 ships of the line and 10 frigates--and the latter of 15 sail of the line and 4 frigates.

With very great regard and esteem
I am, my dear Sir,
Your friend and
Humble Servant

D. Humphreys

The Honble
Rufus King, Esq.



Cincinnati 16 Nov. 1802



NORTHWEST TERRITORY 1787 - 1803.

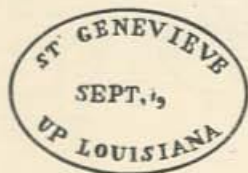
Known as the Territory Northwest of the Ohio River. It included what became part of the Minnesota Territory and the states of Wisconsin, Michigan, Illinois, Indiana and most of Ohio, and ceased to exist Feb. 28, 1803, when Ohio became a state March 1, 1803. Folded letter postmarked Cincinnati 16 Nov. 1802.



LOUISIANA/Missouri 1805/1812

Cape Girardeau 20 Jany 1806 - Free/Joseph Ferron/Post Master.
Post Office located in what was then the Louisiana Territory,
thence to Missouri Territory December 7, 1812.

THE WESTERN MAILS



UPPER LOUISIANA 1810

ST. GENEVIEVE/UP LOUISIANA Following the taking of possession of the Colony of Louisiana from France at New Orleans, Captain Amos Stoddard took command for the United States at Saint Louis on March 3, 1804. This upper country was known to the Spaniards as Upper Louisiana. On October 1, 1804, it became the District of Louisiana and July 4, 1805, the Territory of Louisiana. The cover shown above was used during this last territorial period on September 19, 1810 although it bears the designation of UP LOUISIANA. St Genevieve became part of the Missouri Territory on its formation in 1812. It is rated as a double letter sheet at 20 cents per sheet for over 300 miles making a total of 40 cents.

THE WESTERN MAILS

FORT MADISON & ARKANSAS POST. In 1686 the French built a trading post near the confluence of the Arkansas & Mississippi rivers. By 1751 they had erected a fort about 30 miles up the Arkansas river, which had to be abandoned because of the ever changing course of the river. It was replaced by a post 6 miles above the mouth of the river in 1856 and named Fort Desha. Then, at the treaty of Paris in 1763, France ceded Louisiana to Spain. The Spanish renamed it Fort Carlos III. By 1779 they were forced to move up river to the site of the first fort and built a post, retaining the same name. In 1791 the inundation of the river forced them to move a short distance to higher ground and erect a new post, which they named Fort San Estevan. Then on Dec. 20th, 1803 came the biggest change - the LOUISIANA PURCHASE. In January of 1804 the French turned over the post to the United States and Major George B. Armistead assumed command and renamed the post FORT MADISON after the Secretary of State. The post was abandoned in 1812. Although it had several names it was commonly referred to as "the post on the Arkansas" or Arkansas Post.

In the folded letter Major Armistead writes to Frederick Bates, the Secretary of the Louisiana Territory, at Saint Louis, about relations with the traders and Indians. SEE opposite page for typescript of the letter.



Fort Madison 20th Nov 1808

LOUISIANA & MISSISSIPPI

Folded letter above originated at FORT MADISON in what was then the Louisiana Territory. It was probably carried by military courier to the Chickasaw Agency in the Mississippi Territory, as per postmark "Chickasaws Feb 9th 1809", rated 25 cents and forwarded to St. Louis. A post office was established in 1817 at the settlement, which grew up near the fort, under the name Arkansas Post or Arkansas. It was the first post office in what is now the state of Arkansas. In 1861 Arkansas joined the Confederacy and in 1863 the town was almost destroyed by federal forces and was never rebuilt. Thus ended Arkansas Post.

THE WESTERN MAILS



KASKASKIA, INDIANA TERRITORY

KASKASKIA 30 April, 1805, The area was first settled by French from Canada around 1683. In 1703 the Jesuits built a mission on the point of land formed by the confluence of the Kaskaskia and Mississippi rivers. Out of this grew the village that became the capitol of the Illinois country while under French rule. In 1763 the area was ceded to the British and in 1778 was taken by George Rogers Clarke and became part of the colony of Virginia.

The post office was established January 1, 1800 while in the Northwest Territory which became the Indiana Territory July 5, 1800. On March 2, 1809 it became part of the newly formed territory of Illinois. Cover was used "April 30, 1805. While in the Indiana Territory. Eventually the Mississippi River wiped out the original site and the town was moved to higher ground.



Fort Armstrong

September 25 1820

My dear Sabrina,

I had the satisfaction to receive a letter from Mr Aikin a short time since, by which I learnt that our friends were well. My situation here as he understood was rather unpleasant for a short time last spring, in consequence of the hostility of the Winnebago Indians. Two of my men were shot & scalped by them a short distance from the Fort; they hopped out of the garrison with an axe for the purpose of cutting a gun rod. Probably did not discover the Indians until they were fired upon. The murderers have been delivered up by the chiefs of their nation, and are now well ironed & in close confinement at

THE WESTERN MAILS



FORT ARMSTRONG

(WESTERN STATES - AMERICA)

FORT ARMSTRONG was established in May of 1816 in what was then the Illinois Territory. Located on the lower end of Rock Island in the Mississippi River. It was part of a chain of forts from St. Louis to Fort Snelling to control the Indians and encroachment of British traders from Canada. There was no post office and mail communication was mostly through St. Louis. The post was abandoned by the military May 4, 1836. It is now the Rock Island Arsenal.

Folded letter originated at Fort Armstornrg September 25, 1820 and was probably carried outside the mails to New York as per postmark NEW YORK NOV 16 PAID. Major Morrill Marston, commander of the post writes to a relative: "...in consequence of the hostility of the Winebago Indians two of my men were shot and scalped by them a short distance from the Fort; they passed out of the garrison with an axe for the purpose of cutting a gun rod & probably did not discover the Indians until they were fired on. The murderers have been delivered up by the chiefs of their nation, and are now well ironed & in close confinement at this place, the only cause they assign for their conduct is, that some of their people were killed by the whites several years since.... The Indians in the vicinity of the garrison have always been friendly, it is only the Winebagos... that I have ever had trouble with... As I have.. an opportunity of sending to St. Louis has offered..." Thus this letter was carried to St. Louis by someone going that way. Marston died March 9, 1831. SEE opposite page

THE WESTERN MAILS



Arkansas Territory

LITTLE ROCK Arkansas was originally in the Louisiana Purchase and became part of the Missouri Territory in 1812. On July 5, 1819 it became the Arkansas Territory, having been cut from the Missouri Territory. The two covers shown were used during this last territorial period. Arkansas became a state on June 14, 1836. The Little Rock Post Office was established April 10, 1820.



THE WESTERN MAILS



FRAY JUNIPERO SERRA

On March 1, 1931 a statute of Father Serra was placed in the National Hall of Fame in the Capitol of the United States. A deserved memorial to a pioneer missionary who ranks with the greatest in American history.

On August 22, 1985 at San Diego, the U.S. Postal Service will further commemorate the memory of Junipero Serra with the issuance of a 44 cent Air Mail stamp.

PADRA FRAY JUNIPERO SERRA

Junipero Serra was born on November 24, 1713 on the Island of Mallorca, Spain. He was born to Margarita and Antonio Serra, and was baptized Miguel Jose but took the name Junipero when he finished his period of probation after entering the Franciscan Order at Palma in 1730. He graduated from Lullian University at Palma with a degree of Doctor of Theology and was ordained a priest. In 1749 he was sent to the Apostolic College of San Fernando in Mexico City. His first missionary call was among the Indians of the Sierra Gorda.

On June 25, 1767 by order of His Catholic Majesty, Don Carlos III, the Jesuit Order was expatriated from New Spain, as Mexico and the southwestern part of the United States was then called, and replaced with the Franciscans. Following the expulsion of the Jesuits, Serra was assigned to a military expedition under Gaspar de Portola, with orders to establish a chain of missions in Upper California. With the official title of *presidente* he established the mission of San Diego on July 16, 1769. Eventually twenty-one were founded. During the balance of Father Serra's labor in the vineyard of the Lord, he established eight more - San Carlos, San Antonio, San Gabriel, San Luis Obispo, San Francisco de Assisi, San Juan Capistrano, Santa Clara, and San Buenaventura.

During his fifteen years in California he baptized thousands of Indians, established agriculture with an annual harvest of some 30,000 bushels of grain and vegetables and by the time of his death, the cattle herds were in excess of 30,000 head. This, of course, eventually led to the establishment of the hide and tallow trade with New England, as well as Great Britain.

He was a devout and faithful servant of his Church with a boundless trust in God. Beyond all doubt, he was the best known man in Spanish California even as he is today. Junipero Serra died suddenly on August 28, 1784 at the mission of San Carlos, near Monterey, where his remains lie buried before the altar.



Mission of San Carlos.

THE WESTERN MAILS

D. No. 3^a p^a

Don Cap. Comand. D. Fernando de Rivera y Moncada.

D. No. 3^a p^a

Don Cap. Comand. D. Fernando de Rivera y Moncada.

Quoy S. mio: recibo con mucho gusto la D. V. con la D. R. de corr. con la inserta copia de obra de D. No. 5^o Virrey de 14 de febrero de este mismo año sobre el asunto de establecer con...

JUNIPERO SERRA RECOMMENDS ESTABLISHMENT OF MAIL ROUTES AND COMPLETION OF A CHAIN OF MISSIONS IN CALIFORNIA - 1776.

Holograph Letter Signed, 2pp., 4to, Presidio of San Diego, July 30, 1776, to Captain Commandant Don Fernando de Rivera y Moncada. This important document is devoted entirely to the study and examination of the convenience and procedures for the establishment of the mail service in upper California. This manuscript is Father Serra's answer to a letter from Rivera dated July 24, 1776. Serra replied that he approves the proposed establishment of a monthly courier service between old California and Mexico, and also recommends that for the time being a courier should be sent from the Presidio of San Diego for the frontiers of old California on the first of each month. Father Serra recommends further, that, in order that the couriers may sleep in well defended Christian's pueblos every night, the Presidios of San Diego and Monterey should be joined by completing a chain of missions 25 leagues apart, to include the unfounded missions of San Buenaventura and Purisima Concepcion. A foundation document on the postal history of California.

antigua California, si se puede, o no, a la carta de D. No. 5^o Virrey de 14 de febrero de este mismo año, y de saber con frecuencia, si quiera, de estas cercanías, y de arriba viniere cartas quando Buena se pudiese, no lo hallo asunto de la mayor dificultad, supuesto que segun los practicos es camino (para corcos) de tres o quatro dias, salvo malos tiempos. Pero el haverlo de tomar mensalm. desde

THE WESTERN MAILS

"Viva Jhs. May Jph"

*Captain Commandant Don Fernando de Rivera y Moncada:

My dear sir:

I receive with much pleasure your letter dated the 24th of this current month with the inserted copy of the letter of the excellent senior viceroy of 14 February of this same year, regarding the matter of establishing monthly mail service from these new establishments to those of Old California, and by way of them to the court of Mexico, because truly, as concerns the missions, if it is feasible, I consider the measures very useful as His Excellency has indicated. And since the said Senior Excellency has seen fit to order you to discuss with me the said matter so that once it is resolved, and His Excellency is advised of the means that we have agreed upon in regard to its feasibility and that thus verbally have worked on this idea various times, as it corresponds with the distances, unpopulated areas, and other difficulties that would occur in this undertaking. Since you propose to me, by writing, the terms in which you have resolved to inform His Excellency, all things being taken into consideration, it now remains for me to accompany your opinion, in case His Excellency would like to see my opinion, in writing, as follows:

It seems to me if His Excellency would content himself, for now, that from this Presidio of San Diego, on the first day of each month, a mail courier would leave for the frontier of old California, whether or not there are letters from Monterey and San Francisco in order to hear with frequency, at least, from these parts, and from farther north would come letters whenever it would be conveniently possible. In this I do not find any major difficulty since according to practices, it would take, for mail courier, 3 or 4 days, except for times of bad weather. But to have to make the trip monthly from the Port or Fort of San Francisco, I confess, would suffer all the difficulties that you warn about in your letter and have proposed to me. And certainly in order to remove difficulties of the most weight would serve very much, or more exactly, the total remedy, to accomplishing one of my quite old desires.

These desires, before were great and now even greater, have been that between this Presidio of San Diego, and that of Monte-Rey, the [unable to make out verb which is the next word] ...stopping place of missions at a distance of 25 leagues from one to another, both for the propagation of the Holy Faith, as principal purpose, and also for the convenience of travelers, and secure peace with the tribes along the way. And for that, nothing more is needed, but that once set up the re-establishment of that of San Juan de Capistrano, that that of San Buenaventura is set up in the spot that from the beginning it was assigned; and only one more, the Purissima Concepcion, next to the point of this name at the upper extreme of the channel of Santa Barbara. With only the stated action the mail couriers from MonteRey to San Diego, could sleep every night in Christian pueblos, and a place of defense, they avoid the inconveniences of leaving their tired beasts to the whims of the gentiles, with the dangerous chance of losing them, from being so exposed to some outbreak with the said gentiles who are in such continuous transits, and there would be gained the most conveniences that easily would be allowed to be planned. But without the said actions, I fear very much the frequent moving of our people through that little fortunate, although so desirable channel of Santa Barbara.

In any case, not in the least would I want that my opinion would stand in the way of the pleasure and good wishes of His Excellency, guided by the view of the report of yours, who will determine, as always, the most correct and convenient way.

May Good keep you
Presidio of San Diego July 27, 1776
Fray Junipero Serro*.

Translation from the Spanish by Jackie Sund, James Ford Bell Library, University of Minnesota.

THE WESTERN MAILS

*Island of Catalina Coast of California
Dec 28 1826*

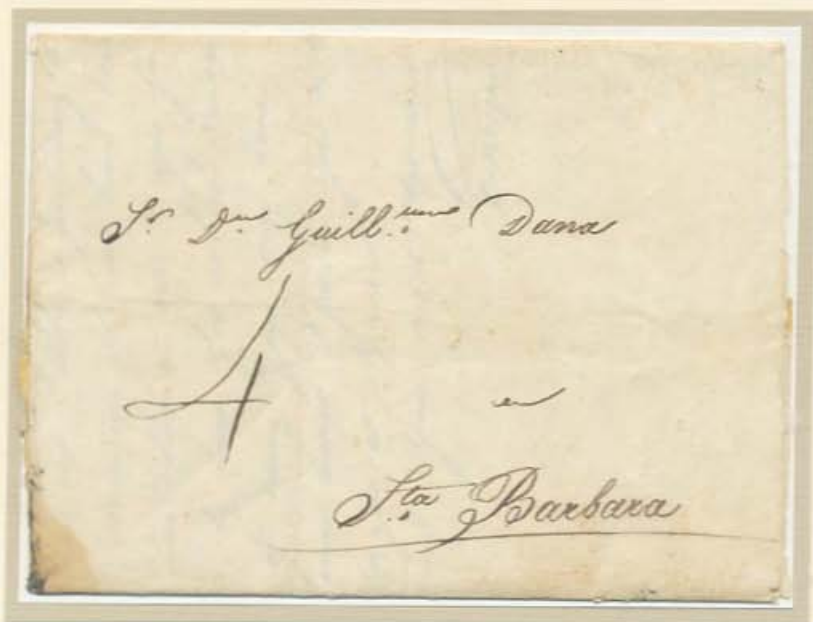
SANTA CATALINA 1826

John Richards writes to his sister in Ipswich, Mass.: "Island of Catalina Coast of California Dec 28 1826... We arrived at this Island about the 25th of last month and have been at this Isle ever since waiting for orders from the ship FRANKLIN which arrived about a week ago... we shall go in a day or two and that is to a place called St Diego to get the Supercargo of the ship (Thomas Shaw) and he will order us where he chooses for Hides - I have given up hopes of going to Canton (China) - Our doom is fixed I expect to cruise up and down the coast of California collecting Hides and fetch them to this Island and cure them and when we have got enough to fill the Brig then start for home - That name sounds sweet to my ear.... We were about two months from Callo (Peru) to St Diego On our passage from Callo to St Diego we had to put into one of the Gallipagos Islands for wood - There we shot from 8 to 10 seals and got 24 terapin or land tortoise - they will live a year with out any kind of food and are excellent food themselves - very much like chicken - we have a 1/2 a dozen of them now -



Folded letter carried by the ship HARBINGER on its return voyage around Cape Horn with a cargo of hides for Boston where it was placed in the post office on "July 5" 1827 and rate "Ship 6". Note on cover indicates that "Mr Manning of Brigg Harbinger brought this A.S." A.S. was Capt. Aaron Sweet to whom the letter is "in care of".

THE WESTERN MAILS



MEXICAN CALIFORNIA 1830

Cover above originated at San Diego, July 20, 1830 and was carried up the coast by the Mexican ship LEONOR to Santa Barbara. The large manuscript 4 was probably the Mexican charge of 4 reals for postage at Santa Barbara!

HIDE & TALLOW TRADE

American and British ships began trading in cattle hides and tallow with the California Missions in the 1820's. According to Bancroft's history of California the trading ship FRANKLIN and the HARBINGER were trading off the coast of California in 1826-27. The COURIER, under Captain William Cunningham, established a trading station on Santa Catalina Island in the same period. The Brig HARBINGER returned to Boston with a cargo of hides in 1827 and was not on the coast in 1828. The COURIER returned to Boston in 1828 and is not reported again. The ships may have belonged to the firm of Bryant & Sturgis or William Appleton & Co. of Boston. The COURIER may have belonged to the latter. John Richards, the writer of the letter, was probably an officer or member of the crew of the COURIER. Thomas Shaw was the "Supercargo" of the ship - the agent who bought the hides and arranged to have them picked up by the ship.

THE WESTERN MAILS

"Wm. Dana Esq. at Sta.Barbara

San Diego 20th July 1830

Dear Sir

I am happy to inform you that I arrived here to day in the ship Leonor, from Acapulco, Mazatlan and S.Blas, which last place we left on the 18th. of last month. Nothing particular accured in the passage, we had generally very light N.W. winds, and we spent 9 days, to come from the island of Guadalupe. We are including passengers and all about 105 souls on board, which number has been during the voyage increases by one more, having Mrs.Fitch been brought to bed of a young boy, off Cape San Lucas, whose name most likely will be Pacifico Lucas Gripen or some analogeu to the sea, place and Saints day.

The passengers are
Mr.Padres, his wife, daughter and servt., and his brother
Rafael Padres
Rafl Gomez judge of this country
J.Jocquin Gomez, employed by the Comisaria
Agustin Ascona midshipman
Pedro Narvin "
Wm Whiting passenger
Charles Geeolt "
Andres Pico "

Alfn. Antonio Neito - 2 Coparals, and 14 soldiers, conveying 53 convicts, mostly labourers and shepherds. By Captain Holmes I returned you some of the goods you consigned to me last voyage, being unaleable, and by the present I inclose you the account of sale, of the remaining part of your goods, whose nette amount of \$1089.5 rls (a combination of American dollars and Spanish reals), I have credited to you. Although I could not sell your hardware, I thought to oblige you, in keeping it back at Acapulco, and charge it to me at your invoice price, however if this should not suit you, there is nothing lost by it, as I have put it for sale, in a store at Acapulco, and at my return I can bring it back easily.

I inclose you a list of the goods which I bring in the ship, and as Cap. Fitch (Henry Delano, SEE NOTE) is proceeding to Sta. Barbara, before he goes up to Monterey. I leave him order, to discharge some , and deliver it over to you, for sale. I intend to leave this by land, for which reason I hope to have the pleasure of seeing you soon.

By this same courier I forward you a letter, which Mr. Reeves gave me for you at Mexico.

I remain your most sincere and truly

Enrique C. Virmond"

The writer, Henry Virmond, was a German merchant trading out of Acapulco and Mexico City into California. He was the owner of the Mexican ship LEONOR and had great influence with the Mexican government. Virmond reports on the voyage up from Acapulco to San Diego, giving a list of the passengers and 53 convicts under military escort. Also the birth on board of a baby boy to the wife of Captain Fitch. The Andreas Pico listed was the brother of Pio Pico the last Mexican governor of California. Fitch had come to California from Massachusetts in 1826 and was baptized into the Catholic faith in order to marry Josefa, the daughter of Don J. Carrillo of San Diego. Wm. G. Dana, to whom the letter is addressed, was the cousin of Richard Henry Dana Jr. the author of TWO YEARS BEFORE THE MAST. Both Fitch and Virmond used the name Enrique the Spanish equivalent of Henry.

THE WESTERN MAILS

FRANCO ALTA
CALIFORNIA

PAID UPPER CALIFORNIA



MEXICAN CALIFORNIA
MONTEREY, ALTA CALIFORNIA 1834

The cover shown originated at Monterey as docketed on the reverse side "Genl. Jose Figueroa Monterey 17 Junio 1834". It is addressed to Senor Don Fernand Deppe at San Diego. The cover bears the earliest known hand-stamp markings of California. It was probably carried by military courier or by one of the coastal trading ships. General Figueroa was the governor and commanding general of Alta California from Jan. 14, 1833 to his death on Sept. 29, 1835. Fernand Deppe was the supercargo (agent) for the fleet of ships trading into California from Mexico for Henry Virmond. SEE letter from Virmond to Dana in this exhibit.



THE PRESIDIO OF MONTEREY, CALIFORNIA 1827

THE WESTERN MAILS

Veracruz 14 Feb 1832.
Holt & Werner



FRANCO EN
VERACRUZ.



MEXICAN CALIFORNIA 1831

Folded letter datelined "California Sta. Barbara 16th. Nov. 1831" addressed to London via Mexico. It was carried by a sailing ship to Mazatlan, Mexico where it arrived January 4, 1832 and was forwarded to Vera Cruz, as per notation on reverse, by "Butler & Kennedy". At Vera Cruz it was forwarded by **Robert Werner** on February 14, 1832 by entering the Mexican mails as per postmark FRANCO EN/VERACRUZ. On arrival in London it received the handstamp on reverse of the Foreign Post Office - "FPO/AP-5/1832". Letter is from a merchant in the hide and tallow trade and refers to a shipment of 5883 hides via the Brig *ELVIA*. The California Missions were selling cattle hides to American and British ships who plied the trade. See the classic *Two Years Before the Mast* by Richard H. Dana, Jr.

THE WESTERN MAILS



SAN FRANCISCO 1844

One of the earliest folded letters from this port datelined "St. Francisco July 30, 1844." Written by Capt. James B. Hatch of the trading ship *Barnstable* out of Boston. He reports that he has the opportunity to send this letter by the English Barque Brothers which is about to leave for the Sandwich Islands. "We have now at the house about 25,000 Hides and shall collect more than this ship will probably stow ... We have a rumor of difficulties between Mexico and the U.S. and the probability of a declaration of war. As yet no American vessels of war have arrived, but are daily expected, as one had been ordered here before this news arrived. The Gen. (Micheltorena) has organized a militia composed of citizens between the ages of 15 and 60 years who are ordered to appear in their respective Pueblos weekly to receive instructions. Which order gives general dissatisfaction to the native Californians. I believe it to be the general wish that the Squadron [U.S. war ships] would take possession of the country, as they are convinced that California will never improve under Mexican government. The people are more afraid of the Gen's soldiers robbing them than the Americans. Although he endeavours to convince them that if the Americans take the country that they will lose their ranchos, cattle and be denied the freedom of religious opinions ... We have also about 50 Sea Otter and some of the Pueblo Gold."

Carried outside the mails by a sailing vessel via Hawaii and Cape Horn to "STONINGTON Conn/FEB 27" 1845. It was rated 2 cents SHIP fee, plus 12½ cents forwarding fee for up to 150 miles, for a total of 14½ cents.

The report of "difficulties between Mexico and U.S." which eventually led to the Mexican War are of historic interest but the mere mention of "Pueblo Gold" falls in the realm of "coming events cast their shadows" — the Gold Rush of 1849.



THE WESTERN MAILS

DOWN TO THE SEA IN SHIPS

August 5th 1846

"We struck among Whales the 20th of June in the Latt of 51.00 North, Long 157.00 west - The Whales were pretty plenty - struck one - the Whale stove 2 Boats for us, it being rugged & foggy, with only 1 Boat fast [hooked on to] the Whale he got away. The remaining part of June we cruised in that Latt & Long, most the time a gale of wind or fog. [we] hook'd 2 more Whales, it seem'd all most impossible to get fast which is a general complaint with all the ships. To day we are in Latt 58 North, Long 146 West - the last week have been among Whales - got 2 of them. There has been from 5 to 9 ships in sight daily - none of them have taken more than 4 Whales - the most of them only 2. The Liverpool was in sight of us yesterday with 4 Whales this season 1800 bls in all - we are working to the South the Whales haveing left this ground. if not among Whales I shall leave this part of the world by the last of the month - proceed to the South along the coast [California] - have a look in Magdalena Bay [Mexico] to the North of Cape St Lucas. 2 ships last year obtain'd 2000 bls of Oil Scragg Whales. if there is no prospect of doing any thing go on the line [and] Cruise for Sperm Oil [Sperm Whales]. Be to the Sandwich Islands time enough in the spring for the whole season to the North West. hope then to give a better account of ourselves than we can at present. I have heard the Elizabeth of Freetown was burnt up - sett on fire by an Owner or Agents Son - how true the report is I cannot vouch for - the report of the Kamchatka fleet, by the arrival of 3 or 4 ships on this ground - is slim enough - none of them more than 7 Whale in June that were heard of. We saw the Olympia with 15 Whales this season wanting 300 bls to fill. There is blank looking Faces among them at present. The Marcia on the last of the Month want'd 600 bls - La Fayette 300, Good Return 600, Harvest of Bridgeport 600, Cabinet of Stonington had 5 Whales. There is one Ship here from Chili that got 2200 bls of Oil there & reports the Frances as having gone home full. I should like to have a line from you left at Honolulu at the expiration of the North West season. The Whales that have been taken this season are of a small class, from 80 to 100 bls - the Olympias Whales 15 made 1600 bls, among the Fleet of Ships on this ground we can sail with & beat the most of them. The Barque sails better than I expected & in gales of wind carries her Boats with as much safety as any vessel I have been in .

Sept 1st, Latt 54 00 N, Long 152 00 W for the last 6 days a gale of wind from the S.W. - since writing the above we have taken 2 Whales 300 bls of Oil. had one to take a line from us, one to sink & one to get away from us, at dark, which we fell in with 10 days after but to far gone to get any Oil from, which makes 8 Whales that we have struck. Kill'd 6, sav'd 4, The day this gale came on there were 3 ships in sight all a Boiling or cutting [Whale blubber] - this is the longest blow we have had & it is not done yet. have seen Whales every day but one during the Blow - as soon as it moderates [so] that we can carry sail, shall work to the South off Columbia River where Whales have been seen in Sept & October, which I hope we shall find.

Nov 1st. since writing the above have been off the Columbia - saw nought but Hump Backs - then to the South along the Coast to the North of the Lobos Islands California [lower or Baja] - took 8 Sperm Whale which stow'd us down 160 bls. - we have been cruising here &

THE WESTERN MAILS

abouts for the last month with the exception of 7 or 8 days that we lay in Magdalena [Bay] in which place we found the Bones of Whales that some one had taken the Blubber from - to morrow the Moon [is] full - if we do not see Whales shall work to the South of Cape St Lucas - we want 3 or 400 bls more of Sperm Oil before the N W season - I expect we shall get it if trying is of any use.

Dec 13th. Since my last date we have taken 40 bls more of Sperm Oil - have been into the Cape [San Lucas, tip of Baja Cal.] for some fresh Beef & potatoes - have been out of there 10 days - this morning boarded the U.S. Brig Malek Adhel [prize ship captured from the Mexicans] - Lieutenant Schanks [James F. Schenek, later Admiral?] from Mazatlan [Mexico] having Capt Mott on board of the House of Bartlett & Mott Mazatlan - he was drove out of Mazatlan when our forces were blockading it - he & his family were at S Josephs California when we were there. by him we learn of Tampicos being taken & Saltillo - also of Gen Taylors being within 2 days march of San Luis Potosi with a force of 2500 30,000 Men [Taylor had less than 5000 men] & of the Mexican forces concentrating at that place Santa Anna being already there with a force of 20,000 Mexicans the 15 of November, the Americans are in possession of St Francisco & Monterey & San Diego - they are in possession of St Pedro but have been driven out of the Puebla des Angeles - so says the Malek Adhel she being from there some 12 or 15 days. There were a good many Whale men in at St Francisco afraid to come out - some had lost a great part of there Crews by desertion, we had 4 men run away at the Cape but caught them again - I can't afford to lose any [of] them as yet, their debts are not paid I tell them. neither will be paid if they run away often, we spoke the Kneeland some 3 or 4 days back with 650 bls 100 of it Sperm, Since we came out we have taken 4 Black Fish [small toothed whale] - shall leave here by the last of January in hopes to have letters from you at the Islands [Hawaiian]. I have been in hopes they would want some such vessel as the Barque & would give me 60 or \$70,000 for her. They have taken the Stonington at St Diego for a [Navy] store ship [by] the Comodore [Robert Stockton] of the American forces on this Coast - although I have not any authority to dispose of the Barque but, in a case of that kind, where Uncle Sam was paymaster I think I should stretch it but that would be making a voyage to easy, one of T & N R Nyes vessells the Janus was in at St Francisco with 900 bls of whale [oil] - she was one of those that had lost her men - this letter I shall leave at the Cape [San Lucas] before we go away all together from this quarter of the world, the Mexican news I suppose will not be news to you. I saw by a Sandwich Islands paper the loss of the Baltic & Kowhasset Whalers. W.A. Hussey."

NOTES: 1 This would place the ship about 100 miles S.E. of the Kamchatka Peninsula, Siberia, near the north end of the Kurile Islands and the entrance to the Sea of Okhotsk. 2 Baja or Lower Clifornia. 3 Sea of Okhotsk. 4 See letter in this collection from the ship Janus written by Ebenezer F. Nye, under date of Sept. 26th, 1847, from the Sandwich Islands. SEE map on the previous page for Kamchatka and the Sea of Okhotsk.

THE WESTERN MAILS

THERE SHE BLOWS!

"THE WHALE STOVE TWO BOATS" Thus Capt. Wm. A. Hussey of the Bark J. E. DONNELL begins this letter under date of Aug. 5, 1846, while cruising for whale off Kamchatka, Siberia. He had left New Bedford, Mass. on Dec. 3, 1845 returning Apr. 5, 1849, with 49 bls of Sperm oil, 3,600 bls of whale oil and 17,600 lbs of whale bone (Baleen). He shipped home 340 bls of Sperm oil and 22,000 lbs of bone during the cruise. A great letter on whaling and the beginning of the Mexican War and the American occupation and conquest of California. Hussey ends his letter on Dec. 13th off Cape San Lucas, Baja California - "this letter I shall leave at the Cape".



Map shows the Sea of Okhotsk and the Kamchatka Peninsula and the general area of the first part of the cruise.



The letter shown below was probably carried by a returning whaler via Cape Horn as it was eight months in transit. On arrival at NEW LONDON, Conn. AUG. 11, 1847 it was rated SHIP 7 and forwarded to New Bedford, Mass. SEE opposite page for the content of the letter.

PURSUIT OF THE SPERM WHALE

THE WESTERN MAILS

" St. Francisco, California, October 16th 1845

"John C. Bull writes a long letter to his sister in which he recommends the "Bearer" of the letter as a fine young man of 31 and suggests that she should "set her cap" for him. That he would make a fine husband. After this introduction he continues to describe his present location: "from St. Barbara we proceeded to a place called Refugia, there is but one house visible from the Beach the Hides & tallow being carted down to the water side from a distance of 5 to 12 miles. Here we lay but a day or two, from here we proceed to St. Louis, where there is no town or Mission less than 10 miles from the Anchorage, Here we usually lay about 5 or 6 days, from Here we go to Monterey which has been called the Pride of California, but I do not think so. it is at this port the United States consul is established [Thomas O. Larkin, the first and only U. S. Consul ever appointed in California], a mean conniving cheat who thinks more [of] selling out goods by the yard or measure than he does of the Honour & credit of his country & office - the town is situated upon an inclined place with high towering hills and Mountains in the rear, numbers about 300 Houses of the inferior part & about 800 inhabitants, in all the places upon the coast of any resort there are billard rooms groggeries cock fighting, & all its concomitant evils. Here we generally lay from two to three weeks - the town is close to the Beach and at this Port is the custom House - the only one in operation upon the coast - all custom House officers coming on board to enter us at St. Diego. At our present Port we lay about two months & sometimes four - [San] Francisco has a most capacious and splendid Bay where all the Navies in the world might ride at anchor in safety - it is 70 miles in length and 10 or 12 in breadth - during our summer months it blows Heavy from the North west all along the coast, & more particularly at this Place, but Hardly ever rains, during our winter months there is not so much wind, with the exception of a South East gale now and then, but more rain, during the South East season which commences in september and Ends in April vessels anchoring upon the coast ride at single anchor, and put to sea during the blow which generally lasts 24 hours, and then put back to anchor. for six months there are a plenty of geese, Ducks, and Carlew, which are easily taken then but during our summer months they migrate to the Northward. there is a plenty of wood and water to be had, and the soil is rich and would be Prolific, did the character of the inhabitants admit of their proving its qualities but they are a lazy set of beings, and only raise enough to supply their present wants, admirably complying with that passage in scripture not to provide for the morrow, sufficient unto the day is the evil thereof. there are a number of islands in the Bay which enriches the view and gives it a very romantic appearance, I was very near finishing a bargain with Mr Goodhue, the 1st officer of the Admittance to change situations with him, and come Home but he could not get Captain Petersons consent, and yet they are always quarrelling together temperance does not flourish so much in this part of the world as I could wish, most every body drinks, and not a few to excess, our ships buy liquor that is distilled at the Leeward Ports, and carry it to the Windward Ports where it meets with a ready sale, and at very advanced Prices, it is and always has been the custom of the country to drink freely of the Juice of the grape and as well might the Ethiopian try to change his skin, as for any man or sect of men to try to make them believe any existing Principle or code of Laws could Possibly be equal to those handed down to them by their ancestors, and the better you treat and feed them the more of their custom you get, this may seem strange to you who never have been here but I will explain, in this country there are no wharves nor docks consequently all vessels in their Harbours have to ride at anchor, and therefore all who wish to trade on board, are obliged to be carried off and on in the ships boats - and most invariably when they come early in the morning, they first get Breakfast. at 11 oclock a lunch, the Ladies making use of cake and wine, the gentlemen of Pies Bread & cheese rum, gin, Brandy &c - in the afternoon they get coffee - I have known thirty on board at one time - we have a regular trade room on board situated upon the same deck [as the] cabin, fitted with a counter shelves &c for goods which has all the appearance of a variety store in Boston. with only one exception there is not quite so much flirting, so you see there is little excuse

St. Francisco, California, October 16th 1845

Dear Sister, having just finished one letter to you & my
Dear Melba, I should hardly write another so soon but at the
urgent request of the Beaver who is I believe a fine young man
about 31, he wished me to send one to you, I therefore give
him this as a letter of introduction in part he was born & brought
up in Nantucket, learned the Coopers trade, & has been to sea but
three voyages, his parents were Quakers & his family one
of the most respectable upon the island, you had better let
your cap, for I am in my opinion he would make a noble husband
He has no acquaintances in Hanover & has come all the distance on
of the way merely to oblige me in delivering the letters, so
much for the introduction, in my last I made a feeble attempt
to give you a detail of our business upon the coast, our places
of trading &c, and had reached as far as St. Barbara when I
was obliged to cut short there being no more room in the
sheet, I will now go on, from St. Barbara we proceed to
a place called the Refuge, here there is but one house visible
from the beach the hides & tallow being carted down to the water
side, from a distance of 5 to 6 miles, here we lay but a day
or two, from here we proceed to St. Louis, where there is no town or
settlement less than 10 miles from the anchorage, here we usually
lay about 5 or 6 days, from here we go to Monterey which has
been called the Pride of California, but I do not think so, it is at this port
the United States custom is established, a mean cunning cheat
sells out goods by the yard or measure

for intemperance in this part of the world, this providing so many people with
Provisions accounts to considerable in the course of a year, but then the immense
profits upon the goods pays for all - only think nine dollars a yard for cassimere
- 16 dollars for a fur Hat, 25 dollars for a jacket 12½ cents per pound for rice one
dollar for a piece of narrow black ribbon, and every thing else in proportion - you
may judge too that it costs something to keep vessels here when I tell you that our
vegetable bill is 500 dollars per Annum. . . . Your friend & Brother John C. Bull"

The letter was apparently carried outside of the mails as per directive "Politeness of the Mate of Whale Ship Sarah" and then changed to "Ship Admittance".
SEE other letters in this collection by John C. Bull, in relation to his experience in the "Hide & Tallow Trade", off the coast of California.

THE WESTERN MAILS

CHARLES HAND REPORTS ON THE ARRIVAL OF U.S. SHIPS OF WAR AT MONTEREY - THAT THE AMERICAN FLAG IS NOW THE NATIONAL BANNER OF CALIFORNIA - KEARNY HAS DEFEATED THE MEXICANS AT SAN PASCUAL ON DECEMBER 6, 1846 AND THE CALIFORNIOS ARE SELLING BEEF AS LOW AS ONE CENT PER POUND.

"U.S. Ship Columbus Harbor of Monterey
Upper California March 1847.

Father & Mother You will perceive by the above that we are at the seat of War in this Ocean, where we arrived on the 2nd inst after a passage of 52 days from Callao [Peru]. Had we have come here when at the Sandwich Islands in September last we should in all probability have been on our way home now, but at present I think that we shall not arrive in Eastern parts of the States previous to May '48.

We found on our arrival here the Frigates Independence, and Savannah with the Store Ship Lexington and the Sloop of War Warren arrived about four hours afterwards - So that at this time March 5th there are 5 Men of War in the Harbor. There are some American troops on the coast and at San Diego 90 miles - northward of us are some 7 or 800 Mormons who count 400 effective men. Colonel Kearney of the 1st U.S. Dragoons is also here having crossed the country and from Santa Fe to this place he had but 100 men. When at Pueblo about 200 miles in the interior he was surrounded by a force of 7 or 800 Mexicans through whom he cut his way and arrived here with the loss of but 18 men. [battle of San Pascual. After a severe hand to hand action the Mexicans left and Kearney called it an American victory although it was a costly one.]*

The American Flag is now the National Banner of California and if the Government ever gives it up to Mexican misrule, the President who signs the Treaty and the Senators who vote for its ratification should be held in the same estimation, that the memory of the traitor Arnold is -

From what we can see from the ship Monterey has not increased much in size since 1840, when I was here in a whaler, but as I thought then I think now it is one of the most beautiful countries in the World. Vegetation here at this time is as far as advanced as it [is] with us by the first of July. New Potatoes as large as hens eggs being furnished to the officers daily, though the price is very, exorbitant being \$4 per 100 lbs. The Beef which I think is among the finest I have ever seen is but 2 cts per lb. * for the choicest cuts and 1 cent when the whole carcass is taken; the cattle are natives and are killed for their Hides & Tallow and as the tame ones require no care being able to obtain their own living there is nothing to make them dear.

General Aristas [Mariano] wife is here, and in fact I believe almost the only warrior in the place which is about as large as New Windsor, she is reported to have said that her husband need never return unless he can bring a necklace of scalps of the miserable Americanos as some of our enemies style us -

When Commodore Stockton [Robert] first established a form of Government here and took possession of the country a majority of the male inhabitants fled to the interior but the most of them have since returned, and are now living peaceably in the Town. We are now waiting the arrival of the frigate Congress and the Sloops Portsmouth and Cyanne when we are to proceed southward to the reduction of Mazatlan and Accapulco, which latter is represented to be second only to Vera Cruz in its defences.

We are at present the Flag Ship of the Squadron and as Commodore [James] Biddle is the oldest Commodore afloat he is Commander in Chief of the United States forces in the Pacific. "Troop ships are now on the way to this place, but if any men except Mechanics are to be left I shall Volunteer, if not I shall return here within a year after reaching the United States. I am still employed a School Teacher on board this ship although I receive no additional pay. Chas L. Hand".

THE WESTERN MAILS

U.S. Ship Columbus Harbor of Monterey
Upper California March. 1847.

Father & Mother

You will perceive by the above that we are
at the seat of war in this Ocean, when we arrived on
the 2^d inst after a passage of 52 days from Dallas.

Had we now come here when at the
Shannon Island in Sept. last we should in all probability
have been on our way home now but at present I
think that we shall not arrive in better part of the
State previous to May 28

We found on our arrival here the Brig
Sagunto, and the Schooner with the Star Ship Lexington
and the Ship of War Warren arrived about four hours after
at that at this time March 2^d there are 10 men of War
in the harbor.

There are some American troops on the coast
and at San Diego 90 miles northward of us are some
70000 Mexicans who count 50000 effective men.

General Kearny of the 1st U.S. Infantry is also
now having crossed the country and from Santa Fe to this
place he had about 2000 men at Pueblo about 200
miles in the distance. He is surrounded by a force of
70000 Mex. He can be cut his way and
arrived here in 15 days.



Ship of the line "Columbus"

Bark Tasso, Monterey, California, March 5th, 1847.

My ever dear sister, when i wrote to my dear Melissa i did not expect that i should have time to write more than one letter, but as the Don Quixotte has not left yet i hasten to write you, hoping my letter will prove at least acceptable, my health is good and i hope my dear sister that yours is the same. how much i long to see you all is known only by myself, or even if i could only hear from you by letter or otherwise, time would not hang quite so heavy, but just think Lizzy i have received letters but twice since i left, a period of

"Bark Tasso. Monterey, California, March 5th, 1847.

"My ever dear sister,.....as the Don Quixotte has not left yet i hasten to write you.....i have received letters but twice since i left, a period of two long years and six months.....& now for a little local news, all is quiet in California at this time, Commodore Shubrick [W. Branford] has arrived out in the U. S. frigate Independence, and by Authority from the president issued a proclamation to the inhabitants inviting them to become citizens of the great Republic also stating that he and brigadier general Kearny [Stephen W.] are invested with separate and distinct powers, civil & Military, the one to regulate the import trade to determine on what conditions vessels of all nations our own as well as foreign, shall be admitted into the ports of the Territory &c, the other, directions of all operations on land so that General Kearney is the governor of California and has orders from the president to form a territorial government, his proclamation will be issued tomorrow. he is a noble fellow and who will deal justly by the inhabitants and be an honour to his Country, there is no getting at the time of our sailing for home but probably as soon as November. the news has reached us that there are Privateers in the Atlantic seeking to capture American property, and that some vessels have been captured, should that prove true we shall not come until the close of the war, unless sooner convoyed by some naval force. the 74 [gun] Columbus is laying here bearing the Broad Pennant of Comd. Biddle [James] also the Frigate Savannah & Sloop of war Warren - the Frigate Congress & Sloops of war Cayenne and Dale will be here in a few days likewise the Line of battle ship Ohio of 105 guns is daily expected when we shall have quite a respectable force upon this side of the land. Saturday march 6th, ... i have just read General Kearney's Proclamation and send you a copy of the Californian in which it is published.....John C. Bull"

Historical note: The same day this letter was written, General Scott's Army of Invasion arrived at Anton Lizardo off of Vera Cruz. This folded letter left Monterey on the ship Don Quixotte, probably bound for the Sandwich Islands, where it was forwarded via a returning whale ship. It apparently never entered the mails.

Barque Trujco Sta Pedro California Dec^r 9th 1845

Ever Dear Sister, it is with feelings the most satisfactory
that I improve a few leisure moments to commence
another letter to you the second in my affections, I begin the
early having so many to write and but little time to spar
separate from my duty, as there is no other mate on board
to do any thing but myself, Mr Banker being sick and the
third mate sent home, I am well as stated in my other family
letters and am in hopes this will find you much better and if
the lords with quite well, dear sister I send you and Eliza a
few shells, they being very scarce and hard to find I wish
to divide with Harriet, as I shall send some to Albert & John
I likewise send you my ever dear sister some scraps of paper
which I have taken great pains to collect out of newspapers for
your special perusal thinking they might while away some
wearied sickly hour, and if they aid you to forget but one moment
Iain & suffering from the cruel disease that afflicts you believe
me I shall count my time well spent, dear sister we are upon
coastlines of another year but a few days and 1845 will be known
among the things that ~~were~~ ^{were} all our secret thoughts, words, and ac-
tions will have been recorded and sealed, to be exhibited at the opening
up of the final account. Oh my dear sister may the balance be in
our favour, but alas for my poor sinful self I fear without quick
repentance it will be against me pray therefore for your poor
tempest tossed brother that is doomed to spend the better half of his
days in foreign lands among strangers, and deprived of attending
those religious exercises so familiar to him in his young days and
do not only pray yourself but get my dear companion to join
her prayers with yours and do not think but that your prayers
will be heard, for I derive a great deal of comfort in dwelling upon
the idea that whilst I am thousands of miles from home, some
kind hearts at least are lifted in prayer for my safety & protection
I send you also some newspapers printed at the Sandwich Isles
as a curiosity that you may have some idea of the march of civi-
lization among the poor heathen, I have written in my letter
to Eliza the opinion of a celebrated writer regarding the education of
the young should the views therein contained coincide with both of
yours upon the subject, I wish the plan adopted with regard to my
S. if not, do that which you think for the best I send in the Box and
the other things a pair of Indian Moccasins made by the Indians of
the south coast - as a present to my dear child Amanda, may
as an ornament & sample of their ingenuity them for use they