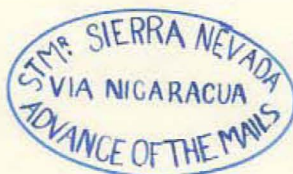


THE WESTERN MAILS



NEW-YORK AND CALIFORNIA STEAMSHIP LINE  
 VIA NICARAGUA.  
 THE SHORTEST AND CHEAPEST ROUTE FOR  
**SAN FRANCISCO.**  
 The Accessory Transit Co. of Nicaragua, Proprietors.  
 THROUGH IN ADVANCE OF THE MAIL.  
 Only Line giving Through Tickets, including the Isthmus Crossing.

THE FAVORITE DOUBLE ENGINE STEAMSHIP

**STAR OF THE WEST,**  
 CAPT. TINKLEPAUGH. 2,000 TONS BURTHEN.  
 Will leave from Pier No. 3, North River, at 3 o'clock P. M. precisely, for SAN JUAN del NORTE, on **SATURDAY, NOVEMBER 19th**, connecting with the Favorite Steamship

**BROTHER JONATHAN,**  
 2,000 Tons burthen, over the NICARAGUA TRANSIT ROUTE, having but TWELVE MILES OF LAND TRANSPORTATION.  
 These Steamers are unsurpassed in their ventilation and accommodations.  
 For information or Passage, at the LOWEST RATES, apply only to  
**CHARLES MORGAN, Agent,**  
 No. 5 Bowling Green, N. Y.

NOTE—A Mail Bag will be made up at the Office.  
 BASTIAN'S Print. 102 Maiden Lane.

**S.S. Sierra Nevada Via Nicaragua**

The Vanderbilt steamer of the Accessory Transit Co., the *Sierra Nevada*, departed San Francisco for Nicaragua on Oct. 16, 1853 and arrived at San Juan del Sur, Nicaragua on Oct. 29th. Connection was made with the *S.S. Star of the West* on the Atlantic side, the latter sailing for New York on Oct. 31st. The *Sierra Nevada* sailed for San Francisco, on the return trip, on Nov. 5, 1853 and arrived at that port on Nov. 16th.

The *Star of the West* arrived at New York at midnight of Nov. 9th and the U.S. Mail, which she carried, was placed in the New York Post Office on the 10th.

The following news item appeared in the New York Herald on Nov. 10th: "ARRIVAL OF THE STAR OF THE WEST. This steamship from San Juan, on the evening of the 31st ult. with passengers ect., reached here 12 o'clock last night. She brings San Francisco dates by the S.S. SIERRA NEVADA on the Pacific side to the 16th of October."

The *Star of the West* departed for Nicaragua from New York on Oct. 20, 1853 as per notice in the New York Herald of Oct. 6th, viz: "Accessory Transit Co. of Nicaragua departure date, Oct. 20, 1853, S.S. STAR OF THE WEST, for San Juan del Norte, connecting with S.S. SIERRA NEVADA for San Francisco, over the Nicaragua Transit Route."

The cover shown below was carried over this route on the dates outlined above.



THE WESTERN MAILS



Kaskaskia December 17<sup>th</sup> 1851  
 Dear Father  
 I sit down in great haste to  
 write a few lines to you having an opportunity  
 of sending this by Mr. Atkins who leaves Kaskaskia  
 for New Orleans tomorrow and from there you  
 may receive it.



very uneasy  
 the State has  
 winter  
 to show the  
 as months  
 they have  
 we shall  
 come by  
 rough the  
 black in

would. We have had but very little gold weather  
 About three weeks ago we had some fine made  
 out of apples that have blossomed since have  
 nearly half

**TUSCUMBIA.** Side-wheeler of 281 tons. Built at New Albany, Indiana in 1846 for the Ohio and Mississippi trade. She was lost in 1852. Cover shown was carried by the TUSCUMBIA from Kaskaskia, Illinois to New Orleans where it entered the mails on January 14, 1851. It was then rated 40¢ collect and forwarded to California via Panama.

Elisha Leymour, to whom the letter is addressed, was one of those who went west in 1849 in search of gold. The letter is from his family reporting the news back home and the fact that they have not heard from him since he addressed them from Fort Laramie.

On his way back from California Leymour was drowned while crossing a river and this letter was returned to the family with the sad news.

twice the us  
 weighing  
 and  
 is going  
 than any  
 of a girl  
 I can do

you will see  
 to train the girls  
 as much work as I used to do

## THE WESTERN MAILS

### Via Nicaragua

This was the "Accessory Transit Co." of William Vanderbilt who obtained a concession from Nicaragua to operate across that country between New York and San Francisco. It operated without a U.S. mail contract. Private firms handled mail such as the VIA NICARAGUA/IN ADVANCE OF THE MAILS/SULLIVAN on cover to right. The pair of 3¢ 1851 stamps were placed on the cover at the Sullivan News Office in San Francisco. The cover entered the mails at New York as per postmark of that Post Office NEW YORK SHIP.



The cover on the left originated at San Francisco on Sept. 1, 1853. Since the single rate was 6¢ this is a double rate of 12¢ as indicated in the letter. The writer advises that he has made shipments via the Clipper ships Staffordshire & Golden Fleece and that "I have only time to write ... which I forward by the 'Nicaraguan Steamer' the mails having closed." The VIA NICARAGUA/AHEAD OF THE MAILS marking on this cover was used by the ACCESSORY TRANSIT CO., the cover having been placed in their office at San Francisco.

# THE WESTERN MAILS

The News Letter is sold by all Wells, Fargo & Co.'s Agents throughout the State of California

Circulation }  
**7,500**

# THE SAN FRANCISCO NEWS LETTER.

{ OFFICE 104  
Merchant st.

Per Steamer Golden Age.

A Summary of Events from the 5th to the 20th June, 1857.

Number 34.

AGENTS.—NEW YORK—Stricker & Townsend, 222 Broadway; Freeman & Co., 30 No. 4th St. NEW ORLEANS—Thomas O'Donnell, Camp St.; Freeman & Co., 73 Camp St. LONDON—Messrs. Sandford, Curran, & Co. DUBLIN—Nugent, Upper Sackville St. PARIS—Messrs. Galland. MAZATLAN—Messrs. Torre, Knight & Co. MEXICO—Wm. Moran. LIVERPOOL—Messrs. Wilson & Smith; Freeman & Co., 7 Rindford Street. PANAMA—Corra & Co., Freeman's Express Agent. Also by the following Agents of FREEMAN & CO.'S EXPRESS—Mr. Higginson, Calcutta and Lima; Wheelwright & Co., Calcutta; Corra & Gutierrez, Guayaquil. VALPARAISO—Charles Hunt, Cochise St. SYDNEY—Gibbs, Watts, & Co. MELBOURNE—Dunstan & Co. HONGKONG—Lynch, 211 & Co. BOSTON—Freeman & Co., 84 Washington St. BALTIMORE—Freeman & Co., 164 Baltimore St. SOUTH AFRICA—P. T. O'Connell, 101 Orange St.

*Ed.—The four pages of printed matter of the News Letter can be mailed for one cent to the Eastern States, and for two cents to Europe; with an extra half cent envelope if does not exceed the single letter rates.*

### Pre-paid Postage Rates for the S. F. News Letter.

On Letters weighing Half an Ounce and Less From San Francisco to places in California, 2 cents; to New York and other Atlantic cities, 10 cents; to Panama, 20 cents; to Mexico, 10 cents; to Valparaiso and Chile, 48 cents; to Lima and Peru, 30 cents; to Sandwich Islands, 1 cent; to England, 20 cents; to Australia, 1 cent; to Canada, 10 cents; to France, 10 cents; to Germany, 20 cents; to Hong Kong and China, 1 cent. Postage to England, for Colonies, France and Germany, need not be paid in advance. To other foreign countries the postage must be paid in advance. The San Francisco News Letter can be mailed, if weekly addressed, to any part of the State for 1 cent a copy; and for Europe, 2 cents—or at the ordinary letter rate, as named above.

April 15th, 1857. C. L. WELLER, P. M.

ed in the wound from the time it was inflicted until 12 o'clock on the morning of the 20th day. For fear the bleeding should return; and a horse-shoe tourniquet placed over the post-erior wound, that the hemorrhage could be stopped at any moment. We have no space for quotations, and not being medical or surgical, am compelled to view the treatment adhered to—not scientifically, but after the manner of the flesh, and in our very humble opinion it smacks strongly of the "circumlocution office," and is a new specimen of the Barucide Surgery, very much to be deprecated in trying "how good it do do." Some days after the trial, the published card appeared in the California Chronicle—the writer stating that he feels himself placed in a false position, and desiring to explain his participation in the matter, words a brief statement of what I know, saw and think of the late Mr. King's case. This coming from a thoroughly reliable source, will be read with interest by every one, and we believe that no rational man can now doubt that the view taken by Dr. Nuttall is the correct one. Card 3rd Montgomery street, San Francisco, June 20, 1857.—I was the first surgeon who touched Mr. King after he was wounded; there was a good deal of venous hemorrhage, to arrest which, and at the same time to ascertain as far as possible the extent of the injury to the ball, and the position

Mr. King, and generally saw him from the inside door, or went in and looked at him. About six days before his death, I went by at the request of Mrs. King; the bandages, etc. were there as usual, and in addition, a horse-shoe tourniquet. In passing out, I avoided seeing Mrs. King, having nothing cheering to communicate. I was present at the post mortem examination, which was not conducted in a manner calculated to afford an opportunity for satisfactory observation. No artery was wounded, and I could see in the injury itself no satisfactory cause for death. The impression left on my mind was, that the immediate cause of death in Mr. King's case, was puriform infection.—It may be an error, but I still adhere to the opinion that the removal of all sources of irritation, and a free exit for purulence and offensive discharges, is of vital importance in gunshot wounds; and the more so when they occur, as in this instance, in the immediate neighborhood of large venous trunks; and that the reparative endeavors of nature are favored by permitting the parts to shrink, collapse and adhere together, rather than by maintaining a daily increasing distention. I believe Mr. King would have had some chance, if left altogether to nature; of the permanent cure, however, I have had no experience.—J. M. R. KENNEDY, NUTTALL, M. D.

miles from one to the other place.—There are 200 Attorneys at Law in San Francisco, and 200 Physicians.—A ship shipped from April 11, '57, to 21st Dec. '57, \$222,252.50.—The amount shipped each year, is as follows: In '49—\$321,250; '50—270,000; '51—422,500; '52—465,814; '53—57,207; '54—51,325; '55—43,000; '56—55,367; '57—54,000.—The priests of Anacapa, in commemoration of Noah's Ark, and its aquatic trip, had a custom at certain seasons of carrying in procession, a boat, as an ostracod shell, held in great veneration. The California and New York Steam Ship Co., shall never be our best, and this Letter, our circular agent. Every reader knows that any practical plan by which an additional dollar, man woman or child, can be inveigled into California, has our hearty advocacy. We were, therefore, glad to hail the initiative taken by some 15 of our most wealthy and respectable merchants for establishing a people's firm of Steam ships between San Francisco City and New York, which were to be larger, stronger, better and swifter, than any now afloat—to be ready in eight months from this, making the entire trip to New York in 15 days. The plan of these steamers, embracing, as it did, all the progressive improvements of the day—double motive power—four wheels—3000

The John L. Stephens, on the 5th inst., carried away 757 male, 63 female. The treasure on it amounting to \$100,000, was not paid by present means in operation and it is shipped, will be in the hands of the London and Hamilton completed. The first, two thousand feet high, and several of the entire length succeeded to buy a clothing store, our loss failed for \$50,000 clothing dealer, for 754 for interest at 6 months.—The 21th, at the Pacific Boston. This was by 20,000 children Sandwich Islands, ring for stay of six of great curiosity to several hundred of her.—But, not celebrated at the same time, by Bill & Co., giving a long tumble fight; the 1000 ticks to be fair for 1 for the day.—Mr. J. office to be \$1,000. The bear has no Fargo & Co., ever a considerable of the now established Mr. H. White Sulphur Springs papers and other time the boat from.—A resolution of Commerce, that a general average to an any smaller sum of \$25,000, 2 1/2 per cent.—We are glad to see Mr. W. B. Wadsworth has been re-elected to the position of Secretary to our Legislature of Commerce.—The 10th inst. 2



entire fleet, or water hull stalling, a fundamental ownership of the interest, and man. Plus the increased utility, water to be at practical bearings, results. Now one is contained a bill to please, and take lot, straws to state, say this honest oth changed store it bridge one inch, few passage, but nothing lot. They \$ 250 tax for a \$100,000 draft line, his keep whilst on a quarter of the \$ 1,000,000 for 4000 or, best, working every—like some- one freed from a line ready at any \$ 500 for 200 casks, ng in the spring un-expected and Hon-est—all these the risks the com-mercially grow out nations, have quite "acked hat," and application to take must and serious were ever engaged out their down from any spot whereupon sully out of joint y popular—4000 it number millions and can be got, and so it be; the ark of Noah was constructed for the preservation of various species, and quadr-eds, but no animal; male or female will insear-

**SAN FRANCISCO NEWS LETTER** This type of a news letter was prepared and printed with current news to date for the sailings of the ships of the PACIFIC MAIL STEAMSHIP COMPANY. The cover shown was carried by the GOLDEN GATE on June 20, 1857. The rate to Panama was 20 cents thus the "DUE 10" marking. To New York it would have been 10 cents as originally rated. See upper left hand column newspaper for rates as highlighted in yellow above.

J. A. Smith, who died next morning. The trial of Ned Metlowan, who, it will be remembered, was indicted by the Grand Jury as being one of those concerned with Casey in the murder of Mr. James King of Wm., came off some days since at Napa, and resulted in the Jury finding a verdict of "Not Guilty." A little insight as to the treatment adopted in Mr. King's case, has, by this means, been obtained, and to say the least, it is instructive. One of the medical witnesses sworn that a piece of sponge was retain-

reasons for having inserted it. I cannot say what Dr. Hammond's views on the subject were, but his answer was brief, and in those exact words: "Well, I guess I have some crude notions on the subject myself." I am induced to think that nothing unscrupulous was intended, by the fact of Dr. Hammond having offered his hand to me the next day, and suppose that what he said was what he meant and really felt. After this, I called daily to inquire for

city's money provided his bid for the sum loaned should be the highest. Parties holding certificates, can always get them cashed if there is

1000,000.—San Francisco, lat. 37.42, long. 122.51; Sacramento, lat. 38.55, long. 121.24; Shasta, lat. 40.43, long. 122.8; Marysville, lat. 39.10, long. 121.38; Nevada, lat. 39.29, long. 121.5; Buckton, lat. 37.42, long. 121.14; Sonoma, lat. 37.57, long. 120.12; S. in Diego, lat. 32.40, long. 117.1; Downville, lat. 29.55, long. 120.28; Placerville, lat. 38.45, long. 123.48.—Sacramento is 80 miles distant from San Francisco in air line. By the traveled route, there are 120

ed by the Pacific Steamship Company, they have a surplus of \$120,000 on the six months' business, to be added to \$200,000 previously received as an insurance fund. This company prefers to be its own underwriter. The company had also \$300,000 worth of coal on hand, paid for.—The indication that the people desire, and design in future, to be governed by men whose

(Continued on fourth page)

## THE WESTERN MAILS

### ACROSS NICARAGUA IN 1853

The letter partly transcribed *below* was written by Charley Allen, who describes his journey across Nicaragua, on his way to the gold fields of California. Although the letter is datelined at Grey Town [San Juan del Norte], the first part was written before he arrived on the Pacific side. The last part is datelined at Virgin Bay on the 27th of May. Allen arrived at San Francisco on the S.S. Sierra Nevada on June 16, 1853. The letter was carried back across the same route it describes to Grey Town where it was placed on board the mail ship S.S. Prometheus, which arrived at New York on June 9, 1853 as per postmark. It was treated as a ship letter — 5 cents postage plus 2 cents ship fee for a total of 7 cents.



*"Grey Town May 27th 1853 ... we arrived at San Juan (Grey Town) on sunday morning — we stopped at the St. Charles hotel — we started up the river [San Juan] monday — that night we got up to the first rapids [Mchuca] and then we walked about 2 miles and got aboard of another steamer and went to the Castillia Rapids and then we walked about 100 rods and got aboard of another steamer — we took dinner there before we started — then we went up about 15 miles and stopped again [at the El Toro Rapids] and then walked about 3 miles — mud up to our knees and got aboard of the Lake Steamer — we stayed aboard of her 3 nights and from the time we landed [on board] we slept on the floor — the water running under us — nothing to eat but bread as big as your fist for 6 dimes — we started in the lake boat and got to San Carlos at night where the fort is [Fort San Carlos] but they let us pass — we had a bad storm on the lake — the passengers was sick good many of them.*

*Virgin Bay May 27th — we landed in the morning — we [went to] the best Hotel in place called United States Hotel — it has got a thatched roof — stakes drove down for the sides — when it rains the mud is from 3 to 4 inches deep — no floor — hogs sleep under the table — the cups and saucers have not been washed since the flood — the agent has made it as pleasant as he could for us since we have been here — he took us over to the Island of Ometepe[c] on Sunday and on tuesday to Granada — we stayed there two nights and had a fine time up thre — thre was about 30 of us went up — the rest stayed back — the largest part of our passengers are over to San Juan [del Sur] — we saw some very handsome Senoritas up at Granada ... we are back again in Virgin Bay and got to wait for the passengers that started from N.Y. on the 20th — we shall have 1000 passengers on the other side — the steamer that was to take us up [to San Francisco] spring a leak and had to go to Panama to cork and we have to wait for the Siera Neuvada [Sierra Nevada] — we are all well ..."*

The S.S. *Sierra Nevada* arrived at San Francisco on June 16, 1853.

THE WESTERN MAILS

Grey Town May 16<sup>th</sup> 1853

Dear brother

when these lines reaches you I hope they will find you well as they leave me a present one arrived at San Juan on Sunday morning we went ashore and stayed till Monday we stiped at the St Charles here we started up the river Monday that night we got up to the first rapids and then we walked about 2 miles and got aboard of another steamer went to Bastilia rapids and then we and got aboard of a there before

10 miles about of the and be the water bread a your fish and got but they le the passage

Virgin Boy may it as we landed in the morning we the best Hotel in place called United States Hotel it has got a thatched roof stakes drove down for the sides when it rains the mud is from 2 to 4 inches deep no floor boys sleep under the table the cups and Saucers have not been washed since the flood

Mr George Otter  
Oyster Bay  
L I  
N Y

PAID  
JUN 9  
7  
1853

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linner  
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ake boat  
where the fort is  
a bad storm on the lake  
no good many of them are  
the morning we

THE WESTERN MAILS



PAN. & SAN. FRAN. S.S. (Panama & San Francisco Steamship). This marking was used onboard ships of the Pacific Mail Steamship Co., plying between San Francisco and Panama, in 1850-52. The letter is dated "San Francisco May 31, 1850". There is a note on reverse "Mess. Mott Talbot & Co will oblige me by retaining this...until called for by Judge Mc Henry. James Van Ness." It apparently was held until April 22, 1851 as per postmark and then returned to S.F. There is an identical cover from the same correspondence with the "Care of" crossed out and the postmark dated "APR 22" in red. At the time the rate to Panama was 30 cents, but only 10 cents through to New York.



VIA NICARAGUA from NOISY CARRIERS. Carried outside of the U.S. mails and placed in the post office at NEW YORK/SHIP JAN 9 [1854].



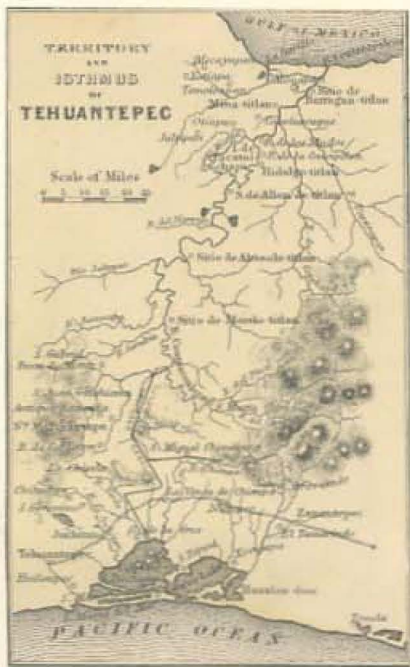
THE WESTERN MAILS



**BERTFORD & CO'S EXPRESS.** Established in 1849 to carry mail and packages in California and to the eastern states VIA PANAMA. Sold out to Wells Fargo in 1854. Cover shown *above* was handled by the PACIFIC EXPRESS in San Francisco "Dec, 7" 1852/54, and there turned over to Bertford for delivery to Boston VIA PANAMA. Illustrated cover *below* was carried over the PANAMA ROUTE from San Francisco "Feb 1, 1861" to Oswego, N.Y. where it arrived on February 26th. By 1861 most of the mail was going overland unless designated to go VIA PANAMA".



## THE WESTERN MAILS



### *ISTHMUS OF TEHUANTEPEC*

In 1851 the U.S. Army Engineers, under the command of Major J.G. Barnard, made a survey for a railroad across the Isthmus of Tehuantepec, Mexico. The letter on this page is headed: "El Barrio, Ists. of Tehuantepec, Mexico, August 7th, 1851". It is written by a member of the expedition who states that they have just completed the survey and are about ready to come home. The letter was handed in at the Mexican P.O. as shown by the framed handstamp FRANQUEADO EN TEHUANTEPEC (Paid at Tehuantepec) and then forwarded to the U.S. Consul at Vera Cruz, as per manuscript directive in lower left hand corner of the cover. It was then put onboard a ship for New Orleans where that post office rated it SHIP 7 and sent it on to New York.



THE WESTERN MAILS



MINATITLAN by J. MULLER



ISTHMUS OF TEHUANTEPEC

MINATITLAN is located on the Coatzacoalcos River, at the head of navigation, about twenty miles up river from its mouth on the Gulf of Mexico. Cover shown is datelined "Minatitlan March 13, 1856. As per directive "letter way of the Brig Icarian", it was carried to BOSTON where it entered the mails on April 11th, as per postmark and rated SHIP 5 cents - 3 cents postage and 2 cents ship fee. Charles R. Webster writes to his sister Anna that the Mexican Government has made a contract with a man name Smith, to construct a plank road across the Isthmus - and that the work will probably commence in two or three months, and further that the small steamers for the navigation of this river (Golsacoslcos) [Coatzacoalcos] are nearly completed." See WEBSTER correspondence in this collection - Captain Mexican War and U. S. Consul at Tehhuantepec.

THE WESTERN MAILS

78

Tehuantepec Sept 29, 1859

Tehuantepec Mexico Sept 29, 1859.

Miss Anne Townsend Webster

Middletown Point

Monmouth County

New Jersey.

- in a few  
and New Orleans,  
the Tehuantepec  
first of October  
the last direct  
for some time

I have really nothing  
new to say to you and merely in -  
know the moment to tell you what

LAST MAIL VIA TEHUANTEPEC

On June 8, 1858 the Post Office Department contracted with the Tehuantepec Co. to carry the mails twice a month from New Orleans, via steamship, to Minatitlan and thence overland, across the Isthmus of Tehuantepec to the Pacific. Cost was \$286,000 per annum, with the first mail leaving New Orleans for California on October 27th, 1858. In spite of the fact that the travel time was about 15 days, bringing the news to California much quicker than the Panama or the Overland Routes, the contract was not renewed when it expired the first part of October in 1859.

The cover shown was carried on the last east-bound trip, leaving Tehuantepec on September 29th and arriving at New Orleans "Oct. 10, 1859" where it was rated "STEAMSHIP 10" and forwarded to its destination.

Charles Webster was the U.S. Consul and agent for the Louisiana Tehuantepec Co. at Tehuantepec, Mexico. He writes to his sister under date of "Tehuantepec Sept 29, 1859": "The mail will leave in a few moments for Minatitlan and New Orleans, and as the contract with the Tehuantepec Company expires on the first of October, I greatly fear it will be the last direct opportunity I will have for some time"...I am "rather poor in pocket...from the failure of the Louisiana Tehuantepec Company to pay its debts - They owe me some \$4000." He hopes he will get paid "as the company besides owning the valuable privilege of the exclusive transit on this Isthmus for seventy years, has some half millions of acres of land - all of which is liable for its debts contracted in Mexico...."

## THE WESTERN MAILS



### VIA TEHUANTEPEC

The following news item appeared in the San Francisco *Alta* November 15th, 1858:

*"Editor Alta: As a matter of public information and general interest, will you please announce in your paper that hereafter I shall dispatch from this office on the 5th and 20th of each month a mail VIA TEHUANTEPEC TO NEW ORLEANS. I am directed by the Postmaster General to request writers of letters destined to places in the Atlantic States, to indorse thereon the route by which they wish them sent, or to wit:*

*'VIA LOS ANGELES OVERLAND'*

*'VIA SALT LAKE OVERLAND'*

*'VIA TEHUANTEPEC'*

*Letters with no such indorsement upon them and all newspapers will be sent 'Via Panama'. Three cents will pay the postage on a single letter 'Via Overland' as far as Chicago, Ills., and Cincinnati, Ohio. Beyond these points the postage will be ten cents. Newspapers throughout the state will do the public a favor by inserting this in their columns.*

*C.L. WELLER, P.M.*

*San Francisco*

*Nov. 15, 1858"*

The above points out the importance of the printed and manuscript directives on the covers in this exhibit.

THE WESTERN MAILS



**VIA PANAMA** Cover shown above was carried by the Steamship *Constitution* of the Pacific Mail Line to Panama and thence to New York in twenty-two days travel time. It is rated 15 cents to Bordeaux, France.

**VIA CENTRAL OVERLAND** Cover below was carried by the Overland Stage to New York in the time of 25 days and is rated 45 cents for the triple rate to Bordeaux, France.



12.602

35-

# PANAMA STAR.

VOL. 1.

"PRESS ONWARD."

NO. 4.

PANAMA, SATURDAY, MARCH 17, 1849.

## THE STAR

Will be published Weekly, in the City of Panama, by

HENARIE & BACHMAN,

at one real per copy.

Advertisements not making more than one square, inserted at the rate of \$2 00 for the first insertion, and \$1 50 for each subsequent insertion.

JOB WORK neatly executed at this Office in reasonable terms.

The "Star" is published again, trusting that it may contain some things of interest to our countrymen here—a few articles of interest to all on the Isthmus, are inserted in both languages.

Este semanario, aunque en lo general seguirá publicándose en inglés, dará en español también uno que otro anuncio ó documento, que por su importancia se haga digno de aparecer en ambos idiomas.—Nuestros suscritores le advertiran en este mismo número.

We are much gratified by the answer of the "Panameño" of the past week, to the exaggerated accounts communicated to the "Comercio," of Lima, by an individual of this city, on the 25th Jan. last: we have not complained, nor ought we, of the climate of the Isthmus; on the contrary we have enjoyed general good health, and have found by experience, that it is not the pestiferous climate, that an interested individual has endeavored to make it appear; cases of sickness there are, but they have inwardly been brought on by exposure and over exertion.

In regard to the lines of steamers now carrying the United States Mail between New York and Chagres, and Panama to California, we can only say that ignorance of the subject, alone, could have prompted any one to say that they do not enjoy the confidence of the public; they are vessels unsurpassable in construction, speed, and comfort.

In conclusion we would say, that only two things are necessary to render this the best route to California, not only for passengers, but for merchandise, in suitable packages; first, system in the transportation from Gorgona to this place; and secondly, a sufficient number of vessels on this side; the former we have promised us, and is fast being fulfilled; for the latter, we must wait patiently the result of measures already taken to supply them.

We have had the pleasure of shaking hands with our predecessors, and wishing them a safe and pleasant voyage to the true land of "Ophir." The pleasure, however, was blended with regret, and for two reasons: first, because we could not go with them; and secondly, by not being able to do so, we have lost the enjoyment of their agreeable company.

We would now present ourselves in their stead, promising nothing more to our readers than to endeavor by every means in our power to furnish them with such information, as may be useful or interesting to them and to their friends at home. We have cheerfully and gladly undertaken our task, and look only to the support of those whom we would wish to serve.

We would say a few words to our friends and readers who, like ourselves, have for the first time made a trial of this route: The few difficulties and hardships always to be expected in a transit through a comparatively unsettled country have undoubtedly caused some annoyance and vexation to impatient and unthinking men. One great difficulty was the want of transportation for baggage from Chagres to this point; this will very shortly be removed, and the means of quick transportation are now actually on the road. Another and the most vexatious of all, was upon our arrival here, to find no immediate means of leaving for our port of destination. This difficulty too, will soon be obviated. By the last British steamer the news was sent by means of hundreds of letters by her to all the ports of the South, and from what is already with certainty, we may daily expect vessels here more than enough to transport every one to his place of destination. Let us then be patient, live prudently, thank God for the mercy he has shown us, and hope for greater good.

By perusing our columns of to-day, and attentively reading the existing law regulating the transit commerce of the Isthmus, much necessary information will be gained by our readers abroad, and we are glad to be able to say that the communication of Don Mariano Arosemena to the general government at Bogota, which immediately follows, will undoubtedly have the desired effect, and that within a very short period, this Isthmus will be opened free of duty to the commerce of the world. Nature herself has pointed out this route,—look at its position as compared with other, and where do we find one by which the trade of the Western coast of North and South America can be so surely concentrated? And we venture to say that by no other can the commerce of the Indies with Europe and both the Eastern shores of the American be so greatly facilitated.

The Mail closes to-day, the 17th, at 4 o'clock P. M.

# THE WESTERN MAILS



## INDEPENDENT LINE VIA PANAMA

This steamship line was organized by Commodore Vanderbilt as an opposition line between California and New York via Panama in September of 1853. The cover on this page originated at San Francisco on September 1, 1854 and was carried by the steamship UNCLE SAM to Panama where connections were made with the S.S. NORTH STAR for the run to New York. However it was turned over to the British Post Office at Panama, rated 1 shilling, and forwarded direct by the British mail steamer to London where it arrived on Oct. 18th. Thence to Scotland for delivery on the 19th. The U.S. stamps were never canceled because it never entered the U.S. mails.





THE WESTERN MAILS



EAST BOUND WEST BOUND.

STOCKTON CAL JAN 30, 1851. Cover above originated at Stockton with arrival at Boston per ocean mail, rated 40 cents in blue.

BATTLE CREEK Mich 30 May, 1851. Cover rated 40 cents at BATTLE CREEK TO STOCKTON, CALIFORNIA via ocean mail and thence FORWARDED to Mokelomn (s.b. MOKELUMNI HILL) plus 5¢ forwarding charge in pencil. Following quote from letter enclosed: "...I see on your last letter you had written paid but was not stamped paid by the P.M. consequently I had to pay 40 ct - now it is very convenient to have the postage pd particularly when change [money] is as scarce as it is with me at present but it is not worth a while for you to pay it there & still have it unpaid - there is quite a party left this town this spring for California..."



THE WESTERN MAILS

STOCKTON CALIFORNIA  
AND THE 40 CENT OCEAN RATE.

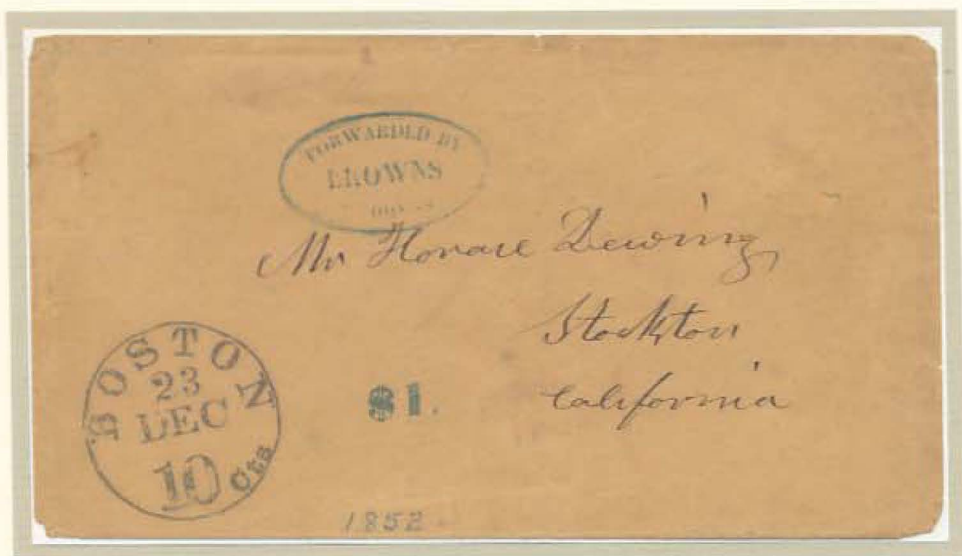
Covers shown were probably carried to New York via  
Pnanama. The top two to Illinois and Iowa. The other  
one west bound to Stockton from LOWELL MASSACHUSETTS  
The lower two about 1850 as per the 1847/50 rate.



THE WESTERN MAILS



REYNOLDS & CO. EXPRESS was established by Angevine Reynolds in January of 1850. It operated from Stockton to the southern mine. In 1851 a partnership was formed with A. H. Todd and it became REYNOLDS, TODD & CO. EXPRESS. On April 27, 1852 it became TODD & CO. EXPRESS, Reynolds had dropped out. The cover shown above originated at BOSTON Feb. 25, 1851, rated "40" cents. At Stockton it was picked up at the post office by Reynolds and delivered to Mr. Chips at Mormon Gulch. The 2.00 in pencil was the express charge by Reynolds.



BROWNS EXPRESS. Organized by Wm. A. Brown in 1850 to carry the mails and express from Stockton to the southern mines. In 1853 Brown was killed and his murderer committed suicide. Adams & Co. carried on Browns Express until their own failure in 1855. Cover shown Originated at BOSTON DEC 23, 1852 and was rated 10 cents to Stockton where it was picked up and delivered to Mr. Dewing. The "\$1" was the express charge.

THE WESTERN MAILS




LANGTON'S PIONEER EXPRESS. Langton picked up this cover enroute to Forest City, Cal., where he dropped it in the post office for delivery to the American Counsel at Tehuantepec, Mexico. Evidently the south bound mail steamer only stopped at Acapulco, where the postmaster stamped it ACAPULCO and 2 centavos collect and forwarded it in the Mexican mails.



PACIFIC MAIL STEAMSHIP CO. Cover & letter originated at "Acapulco July 28, 1862", in which the writer states "The return steamer touches at this point this evening so this letter will go without delay". He then gave it to the agent of the P.M.S.S.Co. who forwarded it to St. Paul, Minnesota via New York. On arrival in New York the ten cent stamp of the 1861 issue was canceled "N.YORK STEAMSHIP" and rated "DUE 10". At that time the rate from Acapulco to New York or to San Francisco was 20 cents per 1/2 oz. Where-as from New York to San Francisco or vice versa it was only 10 cents prepaid. Thus the "DUE 10".

THE WESTERN MAILS

PEOPLES LINE  
 FOR  
**CALIFORNIA AND NEW YORK!**  
 Via Panama Railroad.  
 THROUGH IN ADVANCE of the MAIL



THE WELL-KNOWN STEAMSHIP  
**MOSES TAYLOR**  
 JOHN McGOWAN, Commander,  
 Will Sail for Panama, direct,  
**On Monday, Nov. 19, 1860,**  
 From MISSION STREET WHARF,  
 Connecting at Aspinwall with the fine new Steamer  
**COATZACOALCOS.**

RATES OF FARE, including Inshore Transit:  
 Cabin, \$150 and \$100; Stowage, \$75.  
 For further information, apply at the office of the Line,  
 CHARLES F. NATTERLEE,  
 ISAAC K. ROBERTS,  
 Custom House and Postoffice Buildings, San Francisco.  
 San Francisco.

**GOLD RUSH STEAMERS**

S.S. MOSES TAYLOR operated, along with the S.S. AMERICA, between San Francisco and Nicaragua during the early 1860s for the Peoples Opposition Steamship Line until they were acquired by the Central American Transit Co. in July 1864. The C.A.T. Co. operated stages and two lake steamers in crossing the isthmus and connecting with the S.S. GOLDEN RULE and other steamers on the Atlantic side for New York. The cover shown was carried over this route, leaving San Francisco on October 12, 1865, as per the manuscript directive and the handstamp of the MOSES TAYLOR. There is no date in the postmark "N. YORK STEAMSHIP" but the advertised travel time was 21 days. On arrival at the post office it was rated "Due 7" to make up the 10 cent rate for over 3000 miles. By 1869 the heyday of the Gold Rush Steamers was drawing to a close.



THE WESTERN MAILS

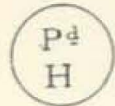


CALIFORNIA TO MEXICO 1861

Folded letter postmarked SAN FRANCISCO CAL/MAY 21 1861; tying a pair of the 10¢ stamp of the 1857 issue; paying the 20¢ west coast rate to Panama. Addressed to Dn. Jose Ma Bermegillo at Colima, as per receiving postmark **CORREOS COLIMA/JUNIO 29 1861**. Apparently it was charged 4 reales for inland rate from MANZANILLO to COLIMA? Folded letter below bears the 2 reales stamp of the 1864-66 issue. Besides the regular overprint of 1865, it also is printed 4 TEPIC? It is postmarked **FRANQUEADO TEPIC/Nov. 26/65**, addressed to Juan Acosta at Rincon de Romos. Mexico.



THE WESTERN MAILS



**HARNDEN'S EXPRESS.** Folded letter originated at Charlestown, S.C. on April 30, 1845. It was carried from Boston by Harnden & Co., via the Cunard Line to Liverpool, where it was placed in the post office as postmarked. Thence by mail to France. A nice combination showing the handstamps of Harnden's Boston and Liverpool offices.

Cover below originated at Liverpool on Feb. 23, 1853. It was carried by the packet ship SAXON, of the CRESCENT CITY LINE OF PACKETS, to New Orleans, where it arrived on May 10th as per postmark and SHIP 6.



THE WESTERN MAILS



BRITISH MAIL - CHILE TO NEW ORLEANS VIA PANAMA, JAMAICA AND CUBA - 1848

Folded letter above originated at VALPARAISO, CHILE, as per postmark of the British post office, on May 30, 1848. Two shillings was paid in cash as denoted by the manuscript 2/- in red. The letter was routed VIA NEW ORLEANS by a British steamer to Panama, where the handstamped Transite was applied. Thence by the Royal Mail Steamer to New Orleans via Kingston, Jamaica and Havana, Cuba. On arrival at New Orleans on August 2nd it was rated as per handstamp, 34 cents collect with 24 in manuscript credited to the British and 10 cents to the U.S. The 2/- in red was a handling charge to the British and had nothing to do with the transite from Chile to New Orleans.

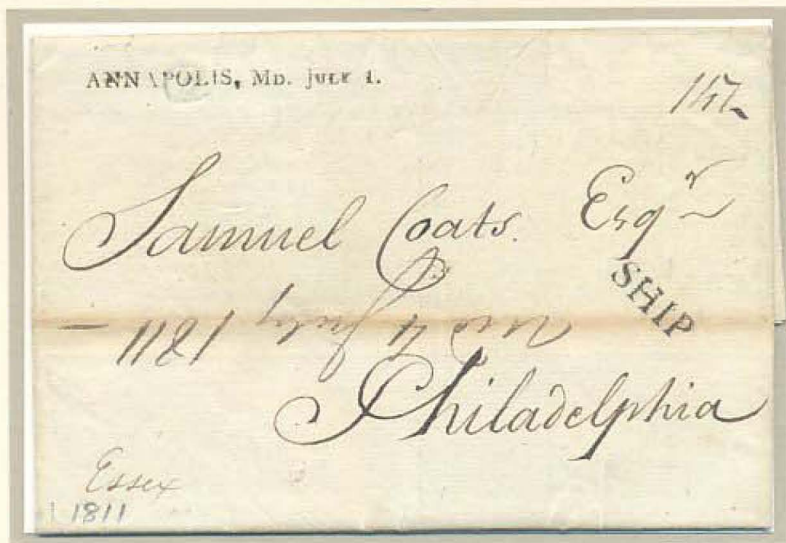
The letter is of little interest except for the postscript: "May 30th... will enclose a little piece of gold under the seal to pay the (collect) postage which is the 1/16 part of an ounce or about a dollar 48 cents..." The "piece of gold" was removed as evidenced by the mutilated seal and the torn paper.



THE WESTERN MAILS



**TELEGRAPH.** This was a well known packet ship operating in the Atlantic coastal trade between Charleston and New York. The cover above was carried by the TELEGRAPH, Hector Coffin master, in February 1817. Rated 6 cents as a ship letter on arrival in Philadelphia.



**U.S.S. ESSEX.** This frigate of the Navy was built in Sept. of 1799 and played an important part in the Barbary Pirate wars and the War of 1812. In 1810 the ESSEX was sent with despatches to France, returning in July 1811. At the time the French ports were under a blockade by the British and it is very probable that the cover above was carried by the ESSEX. It was placed in the mails as per postmark at ANNAPOLIS, MD July 1, as a SHIP letter rated 14½ cents.

THE WESTERN MAILS

**A. M. Hinkley,**

**FORWARDING AND COMMISSION**

**MERCHANT,**

ASPINWALL AND PANAMA, N. G.

**ISTHMUS TRANSIT TICKETS**

A. M. HINKLEY, late forwarder on the Isthmus, for Adams & Co.'s California Express, is now prepared to furnish Passenger Transit Tickets from Aspinwall to Panama, and vice versa, making, with the steamers, an entire through ticket by the mail route.

WM. NELSON & CO., Agents,  
Panama.

JOHN W. CARRINGTON, Agent,  
At Adams & Co's, 59 Broadway,  
New York.

A. BARSTOW, Agent,  
At Adams & Co's, New Orleans

nov19-18

Cover below originated at Havana, Cuba on June 9, 1854 and was carried by steamer to Aspinwall, where it was turned over to A. M. HINKLEY & CO. and forwarded across the Isthmus to Panama City. Thence via steamship to San Francisco, where it arrived July 16th. A nice combination of the use of the companies handstamps for both ends of the Isthmus route.

Bottom cover was used from "Cartagena July 23, 1855" via GEO. W. FLETCHER and NEW YORK STEAMSHIP. It arrived in New York on August 11th and was rated 40 cents for a double rate letter.



THE WESTERN MAILS



U.S. MAIL STEAMSHIP FAH KEE. This was a screw propeller steamship of 699 tons, built at Brooklyn, N. Y. in 1863. It was sold to an alien party in 1872. Cover shown originated at St. Jago, Cuba April 21, 1866 and arrived at New York April 30th, where it was rated 10 cents.

"pr Bermuda" a private ship. Folded letter originated at Caracas, Venezuela, as per postmark - on August 7, 1878. It arrived in New York August 25th, where it was rated "6 Cents" collect.



THE WESTERN MAILS



FORWARDED BY/C. J. FOX/ASPINWALL N.G. Cover above originated at Santa Marta, Columbia on October 3, 1858 and arrived at New York on October 28th. It is prepaid at SANTA MARTA 15 to ASPINWALL, where it was picked up by Fox for delivery in New York.

Cover below originated at Cartagena, Columbia on June 3, 1860. It bears the combination of handstamps of T. R. COWAN and C. J. FOX who were located at Aspinwall (Colon and Aspinwall are at the same location). It arrived at New York June 27th.



THE WESTERN MAILS



FORWARDED BY  
T. R. COWAN

Cover on the left originated at Barranquilla, Columbia on Oct 31, 1860 and arrived at New York Nov. 27, 1860.

Cover on the right originated at Cartagena, Columbia on June 7, 1854. On arrival in New York it was given to BOYDS LOCAL PENNY POST for delivery as per handstamp and "Due 2cts" on June 26th.



Cover on the left originated on Nov. 11, 1853 at Cartagena. It was handled by JOHN CAPELA Jr. at Cartagena who sent it on to T. R. COWAN at NAVY BAY CHAGRES. It arrived in New York on Dec. 12th.

THE WESTERN MAILS



FORWARDED by F. GOGORZA & CO. PANAMA. Cover originated at Cali, Columbia on October 26, 1859 and arrived at New York December 13th, where it was rated 10 cents. Cover below was forwarded by E & H ABRAHAMS & CO. COLON, N.G. - New Grenada Panama. It originated at Santa Marta, Columbia October 30, 1864 and arrived at New York November 15th, where it was rated 10 cents.



THE WESTERN MAILS



Both folded letters shown originated at Bogota, Columbia. Letter above is from the firm of Lorenzana & Mejia. Vincente Perez Mejia was a forwarder and the only one listed from Bogota. It originated at Bogota October 11, 1861 with arrival at New York December 16th. Letter below also originated at Bogota on February 10, 1854. It was handled by three forwarders - PEDRO MACIA/CARTAJNEA - RAMON LEON SANCHEZ/CARTAGENA, N.G. - GEO. W. FLETCHER/ASPINWALL N.G. Arriving at New York on March 15th it was rated 20 cents.

