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1849 - The Emigrant's Guide to New Mexico, California, and Oregon, John Disturnell

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Disturnell THE *John*

EMIGRANT'S GUIDE

TO

NEW MEXICO, CALIFORNIA,

AND

OREGON;

GIVING THE DIFFERENT

OVERLAND AND SEA ROUTES.

COMPILED FROM RELIABLE AUTHORITIES.

WITH A MAP.

NEW YORK:

PUBLISHED BY J. DISTURNELL,

NO. 102 BROADWAY.

1849.

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By J. DISTURNELL,

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TO THE

EMIGRANT FOR CALIFORNIA, etc.

THE compiler of this work having become acquainted with the great want of correct information in relation to the various *routes* to New Mexico, California and Oregon, has been induced to publish the following GUIDE, for the benefit of the emigrant and adventurer, on leaving the Atlantic States, to visit or settle in the newly acquired territories of the Union, which are now attracting the notice of the civilized world.

As the tide of emigration must continue to flow for some time to come from the Middle, Northern, and Eastern States, it is mainly for that class of emigrants that this work is prepared, hoping that it may be found correct and useful. The compiler has had to rely mostly for his information on official documents and voluminous works that have appeared at different times, giving reliable information on the above interesting sections of country and the *routes* thereto, which run from the frontier settlements. It is therefore necessary that the emigrant, in going by land, across the Continent of America, should have some information as to the best routes to the Mississippi valley, across which they will have to pass on their long journey westward.

ROUTES FROM NEW YORK TO ST. LOUIS.

The following described routes are recommended as being the most expeditious and cheapest for the emigrant:—

Taking New York, Philadelphia, or Baltimore as a starting point, there may be said to be three great lines of travel to the navigable waters of the lakes, or the Ohio and Mississippi rivers.

ROUTES OF TRAVEL.

1. *Albany and Buffalo Route.*

	<i>Miles.</i>
New York to Buffalo—usual time, 2 days; fare, \$11.....	470
Buffalo to Chicago, via steamboat on upper lakes,* usual time, 4 days; fare, (including meals,) \$10.....	1,000
Chicago to St. Louis, via canal and steamboat, usual time, 3 days; fare, (including meals,) \$8.....	390
Total—Time, 9 days; usual fare, \$29.....miles	1,860

2. *Philadelphia and Pittsburg Route.*

New York to Pittsburg, Pa.—Time, 4 days; fare, \$16.....	477
Pittsburg to Cincinnati—Time, 2½ days; fare, \$5, (including meals).....	461
Cincinnati to mouth of the Ohio River—Time, 2½ days.....	508
Mouth of the Ohio River to St. Louis, Mo.—Time, 1 day.....	172
Total—Time, 10 days; fare, \$28.....miles	1,618
(Fare from Cincinnati to St. Louis, \$7, including meals.)	

3. *Baltimore and Wheeling Route.*

New York to Wheeling, Va.—Time, 2½ days; fare, \$17.....	496
Wheeling to Cincinnati—Time, 2 days; fare, \$4, (including meals).....	355
Cincinnati to St. Louis—Time, 3½ days; fare, \$7, (including meals).....	680
Total—Time, 8 days; fare, \$28.....miles	1,531

* * A saving of about one-third can be made on all the above routes by taking the second class conveyance.

* Two days time can be saved by taking the railroad from Detroit to New Buffalo, Mich., thence by steamboat to Chicago, &c.

ROUTES FROM ST LOUIS TO INDEPENDENCE, Etc.

When arrived at St. Louis, or the mouth of the Ohio River, (which should be some time during the month of April,) the emigrant can proceed on his westward journey, by the following routes:—

1. From St. Louis to Independence, or Westport; distance about 450 miles by water; cabin fare, \$6; St. Joseph, Mo., about 50 miles further.

All the above places afford facilities for the outfitting of the emigrant; every necessary requisite for comfort on the road can be furnished at either of them, although some articles may be bought cheaper on the route before arriving at St. Louis.

2. From St. Louis, or the mouth of the Ohio River, the emigrant can proceed by steamboat to Napoleon, Ark., 592 miles below St. Louis, and there embark for Van Buren, or Fort Smith, about 400 miles further. At either of these places, will be found all the necessary facilities for starting from this point on the Arkansas River, and proceeding westward to New Mexico and California.

3. From St. Louis, or the mouth of the Ohio River, the emigrant can also proceed by steamboat to New Orleans, 1,212 miles below St. Louis, and embark for Galveston, Port Lavacca, or Corpus Christi; thence proceed westward by the Texian, or Col. Hays' route, to El Paso and San Diego, on the Pacific; all of which routes are more fully described in the following pages.

NEW YORK, *March*, 1849.

ESTIMATE OF AN OUTFIT.

The following estimate of an outfit, for one year, for three persons, with ox teams, is copied from "*The Emigrants' Guide to California*," by Joseph E. Ware, published by J. Halsall, St. Louis, Mo.:—

Four yoke of oxen,* \$50 each.....	\$200 00
One wagon, cover, &c.....	100 00
Three rifles, \$20.....	60 00
Three pair pistols, \$15.....	45 00
Five barrels flour, 1080 lbs.....	20 00
Bacon, 600 ".....	30 00
Coffee, 100 ".....	8 00
Tea, 5 ".....	2 75
Sugar, 150 ".....	7 00
Rice, 75 ".....	3 75
Fruit, dried, 50 ".....	3 00
Salt, pepper, &c., 50 ".....	3 00
Saleratus, 10 ".....	1 00
Lead, 30 ".....	1 20
Powder, 25 ".....	5 50
Tools, &c., 25 ".....	7 50
Mining tools, 36 ".....	12 00
Tent, 30 ".....	5 00
Bedding, 45 ".....	22 50
Cooking utensils, 30 ".....	4 00
Lard, 50 ".....	2 50
Private baggage, 150 ".....	
Matches.....	1 00
One mule.....	50 00
Candles and soap.....	5 30
<hr/>	
Total..... 2,583 lbs.....	\$600 00

NOTE.—Estimated cost for one person, \$200; those having families, with children, will find it necessary to make nearly as large an estimate for children as an adult. Make no calculation on game, you will need that in addition; as men, women, and children require much more food on the road than usual.

Do not leave home, or 'St. Louis, without possessing the above GUIDE, also the best *map* of California, &c., that can be procured.

* The teams for the journey should be oxen or mules, either of which can be purchased at the frontier towns. Cows are often taken along for their milk, being sometimes the only dependence for drink.

ROUTES

TO

NEW MEXICO, CALIFORNIA, AND OREGON.

THERE are only *three* practicable starting points, or great lines of travel diverging from the Western States of the Union, and running across the Continent of America to the Pacific Ocean, terminating in California or Oregon.

It may also be said that there are but *three* practicable passes across the Rocky Mountains, in pursuing the above journey, although travellers may diverge from the usual lines of travel, before arriving at the above passes in the mountains, viz: the *South Pass*, the *Santa Fe Pass*, and the *El Paso Route*.

The starting points recommended are as follows:—

1. Commencing on the north, all the travellers or emigrants who make ST. LOUIS, Missouri, a starting point, will find it to their advantage to proceed up the Missouri River, by steamboat, to *Independence*, or *Westport Landing*, about 500 miles by water; or to *St. Joseph*, Mo., 570 miles, (above Fort Leavenworth,) and their disembark and commence their land journey westward.

The emigrant starting from Independence, Westport, or Kansas Landing, has a choice of routes, either to proceed in a north-west direction across the Kansas River to the Platte, or Nebraska River, and go through the *South Pass* to Fort Hall, near where the routes diverge for Oregon and California; or proceed across the country in a south-west direction, to the Arkansas River, and thence to the city of SANTA FE,—on both of which routes will be found a good wagon road, during the summer months.

2. The next starting point for the emigrant, on leaving for New Mexico or California, is from *Van Buren*, or *Fort Smith*, both situated on the Arkansas River, which is navigable thus far, about 400 miles from its mouth, during the most part of the year. This is usually called Long's, or Gregg's route, and is highly spoken of by several officers of the American army.

3. The more southern route is called the Texian, or Hays' route, diverging from *Houston*, *Port Lavacca*, or *Corpus Christi*, to which places steamboats run from Galveston and New Orleans. From the above ports, good roads run to Austin, or San Antonio de Bexar, thence across the country to EL PASO, on about the 32d degree of north latitude. The Rio Grande is crossed at the latter place, and the route then passes westward through New Mexico and Sonora, to the river Gila, and thence runs west to SAN DIEGO, in California, situated on the Pacific.

There are several other points from which traders have started on proceeding across the country to New Mexico, &c., none of which, however, need be separately described, as they run into the above great lines;

except the *Chihuahua Trail*, which runs from Fulton, Arkansas, on Red River, and extends to the city of Chihuahua, crossing Hays' new route from Texas, west of the San Saba River.

The attention of emigrants has also been called to the Rio Grande, which is navigable to Laredo, 600 or 700 miles from its mouth. From the above place, and Comargo, good routes are said to exist running to Chihuahua and Durango, in Mexico, thence to Mazatlan and other ports, on the Gulf of California, from whence vessels run to San Francisco, &c.

FREMONT'S ROUTE TO CALIFORNIA AND OREGON.

[Remarks by EDWIN BRYANT, ESQ., author of "WHAT I SAW IN CALIFORNIA."]

"The route via Independence, or *St. Joseph*, Mo., to Fort Laramie, South Pass, Fort Hall,—the Sink of Mary's River, &c. (thence to Suter's Fort,) the *old route*,—is the best. Let no emigrant, carrying his family with him, deviate from it, or imagine to himself that he can find a better road. This road is the best that has yet been discovered, (to Oregon and California,) leading to the bay of San Francisco and the Gold Region, and is much the shortest.

"The lightest wagon that can be constructed of sufficient strength to carry twenty-five hundred pounds weight, is the vehicle most desirable. This wagon can be hauled by three or four yokes of oxen, or six mules. Pack-mules can only be employed by parties of men.

"The provisions actually necessary for a man are as follows:—150 lbs. flour, 150 lbs. bacon, 25 lbs. coffee, 30 lbs. sugar. Added to these, the main items, there should be a small quantity of rice, 50 or 75 lbs. crackers, dried peaches, &c., and a keg of lard, with salt,

pepper, vinegar, &c. Every man should be provided with a good rifle, and, if convenient, with a pair of pistols, five pounds of powder, and ten pounds of lead. With the wagon, there should be carried such carpenter's tools as a handsaw, augur, gimblet, chisel, shaving-knife, &c., an axe, hammer and hatchet. Families, as well as parties going out, should carry with them good tents, to be used after their arrival as houses.

“Emigrants should be at Independence, Mo., or the point of starting, by the 20th April, and start as soon thereafter as the grass on the prairies will permit. This is on the first of May, and sometimes ten days later, according to the season.”

[*From the St. Louis Republican, March 16th, 1849.*]

“We are indebted to a friend, who sends us some interesting information from New Mexico, for some useful hints as to the best route for emigrants to California. He says that emigrants for California or Oregon, by the way of Independence, Kansas Landing, or Westport, will find an excellent ford across the Kansas River, at Uniontown, within the Pottawatomie country. They will thus avoid the Kansas River ferry, on the old Oregon route, and shorten the distance one day's travel. It is the intention to have a good ferry at Uniontown, (which, it may be observed, is the trading post among the Pottawatomie Indians,) in the event of high water. The citizens of Jackson and Van Buren counties are well prepared to furnish emigrants with cattle and mules, provisions, &c.; and the towns of Independence, Westport and Kansas, can supply every article requisite for the journey, at moderate rates. Even after the teams have started, they can obtain corn and oats, for the horses and cattle, from the Shawnee Indians, who inhabit the country over which the route passes. At Uniontown, the traders with the Indians have a good supply of all articles of provisions, &c.

“The South Pass of the Rocky Mountains is distant from Fort Laramie 300 miles, or about 950 from Independence, Mo. Altitude, 7,490 feet above tide-waters. It is difficult, from the gradual ascent to the Pass, to find the precise summit; the point, or dividing ridge, is between two low hills, about 60 feet high. The Pass is about 19 miles in width, without any gorge-like appearance.”

The Pass of the Sierra Nevada, or Snowy Mountains, near Pyramid Lake, is a very different affair. “We assure you that you will be tried to the utmost, in view of the appalling obstacles to be surmounted. The elevation of the Pass is 9,338 feet* above the sea. This is about 2,000 feet higher than the South Pass, in the Rocky Mountains, yet many peaks in view are several thousand feet higher, the tops being covered with snow. When on the summit, you may consider yourselves victorious over the mountains, having only 100 miles before you, in order to reach Suter’s Fort, or New Helvetia—thence to San Francisco, by water, is about 90 miles further.

“The distance from Pyramid Lake to the summit of the mountain, is about 65 miles. The descent on the west is down Bear Creek, a small tributary of Feather River; and the valley of the Sacramento is reached without further difficulty, 40 miles north of New Helvetia. This Pass is the one generally travelled by emigrants, and should never be attempted after the middle of October.”

NOTE.—A new route has lately been discovered across the Sierra Nevada, or Snowy Mountains of California. It diverges from Mary’s River to Mud Lake, thence in a north-west direction, to *Lawson’s Pass*,—striking the head sources of the Sacramento River, near Mt. Tsashtl, or Shaste.

* According to Fremont, 7,200 feet above the level of the sea.

FROM WESTPORT, MO., TO ASTORIA, OREGON, VIA THE SOUTH PASS.

	Miles.	From Westport.
WESTPORT to the crossing of Kansas River.....	...	85
Crossing to Platte River from Blue River.....	190	275
Platte River.....	25	300
Junction North and South Forks.....	115	415
Crossing of the South Fork.....	35	450
North Fork Platte River.....	13	463
Chimney Rock.....	102	565
Scott's Bluff and Spring.....	27	592
<i>Fort Laramie</i>	48	640
Crossing North Fork, opposite Laramie Peak....	48	688
Re-crossing North Fork to south side.....	18	706
Red Buttes.....	64	770
Rock Independence, on Sweetwater River.....	35	805
<i>South Pass</i>	95	900
Crossing Green River.....	60	960
Bear River.....	105	1,065
Beer Spring.....	75	1,140
<i>Fort Hall</i> , on south-east side Snake River.....	40	1,180
Crossing Snake River.....	163	1,343
Boisee River.....	60	1,403
Fort Boisee.....	57	1,460
<i>Fort Wallah-Wallah</i> , on the Columbia.....	210	1,670
Cascades.....	150	1,820
ASTORIA.....	120	1,940

(From Fort Hall to Great Salt Lake, 100 miles; to the Mormon settlement, 60 miles further.)

FROM FORT HALL TO SUTER'S FORT, ON SACRAMENTO RIVER, VIA LAWSON'S PASS.

FORT HALL to Goose Creek.....	...	72
Mary's River.....	123	195
Down Mary's River.....	230	425
Mud Lake.....	30	455
<i>Lawson's Pass</i> , Sierra Nevada.....	105	560
Mount Tsashtl.....	110	670
SUTER'S FORT.....	180	850

(From Fort Hall to Suter's Fort, by nearest route, 800 miles. From Suter's Fort, by water, to San Francisco, 90 miles.)

ROUTE FROM FORT HALL TO FORT WALLAH-WALLAH, ON THE COLUMBIA RIVER.

The emigrant route from Fort Hall to Oregon extends westward, running on the south side of Lewis or Snake River, passing the American Falls, 18 miles, and Salmon Falls, 140 miles below Fort Hall. Twenty miles below the latter falls, the route crosses Snake

River, and extends on the north side 120 miles further, to Fort Boise. Here the route again crosses Lewis, or Snake River, running on the south-west side, at a considerable distance from the stream, to Fort Wallah-Wallah, situated on the south side of the Columbia.

From Fort Wallah-Wallah to the Cascades, is 150 miles; here the Columbia River has a fall, in about two miles, of 40 feet, rendering it impassable for boats; and a portage of two and a half miles has to be made. Below this point, the river is navigable, for large vessels, to its mouth, 120 miles further.

GEN. KEARNY'S ROUTE

FROM FORT LEAVENWORTH TO SAN DIEGO, COMPUTED BY WILLIAM H. EMORY, BREVET MAJOR CORPS TOPOGRAPHICAL ENGINEERS.

<i>Stopping Places.</i>	From	
	<i>Miles.</i>	Fort L.
FORT LEAVENWORTH, (N. lat. 39 deg. 21 min. 14 sec.)	...	...
Crossing Oregon Trail.....	43	43
Council Grove.....	81	124
Diamond Spring.....	20	144
Cotton Wood Creek.....	29	173
Arkansas River.....	80	253
Pawnee Fork.....	35	288
Jackson's Grove.....	64	352
Arkansas Crossing.....	32	384
<i>Bent's Fort</i>	180	564
Raton Pass.....	104	668
Canadian River.....	17	685
Vegas.....	107	792
SANTA FE, (N. lat. 35 deg. 41 min. 06 sec.).....	81	873
San Felipe, on Rio del Norte.....	37	910
Albuquerque.....	28	938
Copper Mines.....	216	1,154
Rio Gila.....	55	1,209
Rio San Francisco.....	160	1,369
Rio San Pedro.....	59	1,428
Coco Marikopos.....	89	1,517
Mouth of Rio Gila.....	170	1,687
Carisco Creek.....	99	1,786
Warner's Rancho.....	51	1,837
SAN DIEGO, (N. lat. 32 deg. 45 min. 00 sec.).....	79	1,916

This has become the usual travelled route for troops between Fort Leavenworth and Santa Fe, since General Kearny's successful expedition in 1846, although

the most direct route is to cross the Arkansas River, 384 miles from Fort Leavenworth, and then proceed across a barren track of country to the Cimaron, and different branches of the Canadian River, through San Miguel to Santa Fe. This route is said to afford a good wagon road the entire distance, although in some places there is a scarcity of wood and water. Immense herds of buffaloes are usually encountered, however, affording an abundant supply of fresh meat.

Roving tribes of Indians are often met with, who sometimes rob and murder small parties of travellers, or strangers, who fall into their hands. It is therefore much the safest to proceed across the country in large parties, and then strict caution and vigilance is required to prevent horses and cattle from being stolen by Indians during the night, while the travellers are encamped on the open prairie.

On leaving Santa Fe for California, the emigrant, or traveller, has a choice of routes, to take the Spanish Trail that leads west to the City of the Angels, or to proceed down the Rio Grande toward the copper mines, and thence to the river Gila, as pursued by Gen. Kearny, or take Col. Cooke's route still further south, in order to obtain a wagon road the entire route from Santa Fe to San Diego.

(OFFICIAL.)

HEADQUARTERS, ARMY OF THE WEST,

SAN DIEGO, U. C., *December 12, 1845.*

“SIR: As I have previously reported to you, I left Santa Fe (New Mexico) for this country, on the 25th of September, with three hundred of the 1st dragoons, under Major Sumner. We crossed to the bank of the Del Norte at Albuquerque, 65 miles below Santa Fe, continued down on that bank till the 6th of October, when we met Mr. Kit Carson, with a party of sixteen

men, on his way to Washington city, with a mail and papers—an express from Commodore Stockton and Lieut. Col. Fremont, reporting that the Californias were already in possession of the Americans under their command, that the American flag was flying from every important position in the territory, and that the country was forever free from Mexican control; the war ended, and peace and harmony established among the people.

“In consequence of this information, I directed that 200 dragoons, under Major Sumner, should remain in New Mexico, and that the other 100, with two mountain howitzers, under Captain Moore, should accompany me as a guard to Upper California. With this guard we continued our march to the south, on the right bank of the Del Norte, to the distance of about two hundred and thirty miles below Santa Fe, when, leaving that river on the 15th of October, in about the 33d deg. of latitude, we marched westward for the copper mines, which we reached on the 18th, and on the 20th reached the river Gila, crossing and recrossing it as often as obstructions in our front rendered necessary; on the 11th November, reached the Pimos village, about 80 miles from the settlements in Sonora. These Indians we found honest, and living comfortably, having made a good crop this year; and we remained with them two days, to rest our men, recruit our animals and obtain provisions. On the 22d November reached the mouth of the Gila, in latitude about 32 degrees—our whole march on this river having been nearly 500 miles, and, with very little exception, between the 32d and 33d parallels of latitude.

“This river (the Gila,) more particularly the northern side, is bounded nearly the whole distance by a range of lofty mountains; and if a tolerable wagon road to its mouth from the Del Norte is ever discovered, it must be on the south side. The country is destitute of timber, producing but few cotton wood and mesquite trees; and though the soil on the bottom

lands is generally good, we found but very little grass or vegetation in consequence of the dryness of the climate and the little rain which falls here. The Pimos Indians, who make good crops of wheat, corn, vegetables, &c., irrigate the land by water from the Gila, as did the Aztecs (the former inhabitants of the country,) the remains of whose sequias, or little canals, were seen by us, as well as the position of many of their dwellings, and a large quantity of broken pottery and earthenware used by them.

“We crossed the Colorado about 10 miles below the mouth of the Gila, and marching near it about 30 miles farther, turned off and crossed the desert—a distance of about 60 miles—without water or grass.

“On the 2d of December, reached Warner’s rancho, (Agua Caliente,) the frontier settlement in California, on the route leading to Sonora. On the 4th, marched to Mr. Stokes’s rancho, (San Isabella,) and on the 5th were met by a small party of volunteers, under Capt. Gillespie, sent out from San Diego by Commodore Stockton, to give us what information they possessed of the enemy, 600 or 700 of whom are now said to be in arms and in the field throughout the territory, determined upon opposing the Americans and resisting their authority in the country. Encamped that night near another rancho (San Maria) of Mr. Stokes’s, about 40 miles from San Diego.

“The journals and maps kept and prepared by Capt. Johnson, (my aid-de-camp,) and those by Lieut. Emory, topographical engineers, which will accompany or follow this report, will render anything further from me on this subject unnecessary. Very respectfully,

“J. W. KEARNY, Brig. Gen. U. S. A.”

MAJOR COOKE’S ROUTE.

REPORT, dated Washington, December 6, 1847.

“SIR: I have the honor, at your request, to address you a brief memoir on the subject of the district of

country in Sonora, Mexico, which I passed over in November and December last, with a wagon train, when I deviated, in search of a practicable route, from the mule trail of Brigadier General S. W. Kearny, on his march from New Mexico to California.

“When he turned off from the Rio Grande, opposite the copper mines and the heads of the Gila River, I kept the river for thirty miles to the south, and making a southern bend, turned again towards the north, and struck his route (as surveyed by Mr. Emory of your corps) just above the village of the Pimo and Maracopa Indians, an estimated distance of 444 miles.

“Immediately below the point of deviation, on the Rio Grande, the country bordering the river became sensibly flatter and less broken. I left the river when in view of a point marked on the common maps as ‘San Diego,’ and the distant view towards ‘El Paso’ proved the country to be unbroken and comparatively level.

“From the high valley of the river I ascended to the table-land of Mexico, by an almost insensible slope, over smooth prairie. For 150 miles on this smooth level table land, which is studded with isolated hills or mountains, I journeyed without any difficulty, passing over but three hills, in two cases, I know, in the third, I believe, unnecessarily. I then, unexpectedly and suddenly, arrived at a great break off to a lower level of country, the descent to which was very broken and rough mountains for fifteen miles. I found, however, that I had at that moment fallen into an old wagon trail, which led, I was told, from Yanos. I was able to get my wagons through, following a stream all the way, and descending in the fifteen miles possibly a thousand feet. This was the head of the Huaqui River, which empties into the California gulf. I was told that this was called the Pass of Guadalupe.

“I then passed an unbroken country, about 80 miles, when I fell upon the Jose Pedro River, which empties into the Gila. I descended this without difficulty of

ground about 80 miles. In turning off there is an ascent to nearly level country of, perhaps, above an hundred feet, but it could be made very gradual. It is then about 48 miles to Tueson, a town of about 500 inhabitants, with a fort and garrison. This distance is over much smooth ground, maintaining the same general level. Tueson is in a rich and well cultivated valley, where there is also a dense forest of maguey. From Tueson it is some 75 miles to the Gila. It is a level plain, generally of clay, where my wagons and footmen (water being very scarce) passed at the rate of about 30 miles a day.

“On the map which I made, and which is in your bureau, is marked a route considerably to the north of Guadalupe pass, which, some of my guides believed, would avoid that broken descent, and be found to be nearly level throughout to San Pedro, at the point where I turned off from that beautiful little river. The most sensible and experienced of these men, Laroux, who lives in Taos, New Mexico, and who had trapped on the Gila and passed in a different direction over that country, was decidedly of this opinion, but his knowledge, on the other hand, was sufficient to forbid to explore it, in my situation, on account of scarcity of water.

“The Rio Grande bottoms for a hundred miles above, and at the point where I left, are well timbered; there is no timber on the table land, save upon the small mountains which are everywhere to be seen; this is cedar and pine, but of small growth. Rock is everywhere to be had, secondary rocks of almost every kind; but by this wonderfully level route, the continent may be passed with scarcely a view of granite. As far as Tueson the grama grass is abundant; it will fatten cattle while working, and in winter. The route from Tueson passes through a country abounding in exceedingly rich gold mines.

“I am, very respectfully, sir, your obedient servant,
“P. ST. GEO. COOKE, Maj. 2d Dragoons.”

To Col. J. J. ABERT, *Top. Eng.*

The *Spanish Trail*, the usual route from Santa Fe to California, passing over the southern part of the central section, is an old but somewhat dangerous route. The traders represent it as a waste of land, with here and there mountains which have streams flowing from them, and losing themselves in the sand, or emptying into the Colorado; their banks are lined with willows and cotton-wood trees; but little or no grass, however, is to be obtained. On the eastern border of this sandy desert is "Las Vegas de Santa Clara," a rich mountain valley, ten miles long and one mile wide, abounding with excellent springs and quantities of good grass, which is a favorite halting-place. The difficulties of this route are increased by the dangers of attack from Indians, who frequent this trail for the purpose of plundering the unprotected caravan and travellers.

FORT SMITH (Arkansas) ROUTE.

From the head of steamboat navigation, on the Arkansas River, to Santa Fe, is less, by about 300 miles, than from Independence, Mo., to Santa Fe. The emigrant from the east can start from Memphis, Tenn., or any point on the Mississippi River, and proceed to Van Buren, Ark., or to Fort Smith, by steamboat.

[*Extract from a letter written by Brig. Gen. Arbuckle, dated Fort Smith, Ark., November 20, 1848.*]

"I do not entertain a doubt but that, upon an impartial examination, this would be found to be the best point for emigrants, going to New Mexico and California, to assemble and make preparations for their journey, as everything necessary for their subsistence and

transportation can be forwarded as cheap here, and with as great facility as at any other point. There are many other advantages which it possesses, the most important of which is that its location may be considered at the head of navigation of the most important river of the State, where steamboats can reach for a considerable portion of the year. In connection with these considerations, it is well ascertained that the route from this place is the nearest that can be found from our frontier to New Mexico and California.

“All the information I have been able to obtain convinces me that a road should be laid out from this point to the head branches of the Washita River, a distance of about 315 miles. It is believed this road should pass entirely on the south side of the Canadian River, and approach near to it opposite Chauteau’s trading house, which is located on the north side of the river, and but a short distance from it. This belief is based upon personal observation, in connection with information obtained from some of the most experienced explorers. This route would be freer from obstructions, by water courses, than any other that can be selected. It will pass through a country that, in a few years, will probably furnish all the supplies necessary for the subsistence and comfort of travellers from the head waters of the Washita; the proposed route would run over a prairie country, gently undulating, and well suited for a good road, intersecting Gregg’s course on his return from Santa Fe to the United States, about 60 or 80 miles from the Washita, and continuing with it to the table lands on the western border of the plains—in all a distance of about 165 miles—leaving the Pilot Hills to the south. These table lands are reported to be very fertile, and to afford sufficient wood and water for a considerable settlement. Here the direct route to California would leave Gregg’s trail, and incline slightly to the south of west, for a distance of about 70 miles, to the Pescos River, an eastern branch of the Rio del Norte, proceeding on the same course to La Joya, a village

situated on the Rio Grande, or del Norte, and which is believed to be the proper point at which to cross that river, on the most direct practicable route to California.

“ I have availed myself of the most reliable maps in computing the distances on the route I have described, which makes the distance from Fort Smith to La Joya 635 miles ; being at least 200 miles less than the route from Independence, Missouri. In addition to the above, the travel would commence one month sooner, as the route runs through a much warmer latitude, and vegetation is consequently much earlier.”

[Extract from a letter written by Major Bonneville, dated Carlisle, Pa., October 23, 1848, on the same subject.]

“ This route possesses so many advantages over any other, that the government cannot turn away from facts indispensably useful and economical to them. It is shorter, is more level, has water and good encampments every mile of the way. It is settled one-third of the way, and beef and corn can be purchased thus far. It can be travelled earlier in the spring, and later in the fall, and, besides, possesses advantages not found elsewhere—the Canadian River affording quantities of sweet cotton wood, rushes, and winter grass, enables parties of size to travel it at all seasons. Even when the prairie bottoms are burnt the Canadian bottoms are always safe.”

After arriving at Santa Fe by the above route, the emigrant has the choice of proceeding by the way of Kearny's march to San Diego on the Pacific, or proceed in a westerly direction, by the old Spanish Trail, to the City of the Angels, and from thence along the coast to San Francisco.

STEAMBOAT ROUTES, Etc.

New Orleans to Galveston, Texas.....	450 miles.
Galveston to Houston.....	80 "
Total.....	530 "
New Orleans to Port Lavacca, Texas.....	500 miles.
Port Lavacca to San Antonio de Bexar, <i>mail route</i>	140 "
San Antonio de Bexar to Fredericksburg.....	60 "
Fredericksburg to El Paso, Chihuahua.....	340 "
El Paso to San Diego, California.....	837 "
Total.....	1,877 "

 ROUTE FROM TEXAS TO SAN DIEGO, CALIFORNIA,
VIA EL PASO.

COL. HAYS' ROUTE, as it is usually called, is thus described in a late Texian paper:—

“The country between the San Saba (a tributary of the Colorado) and the Pecos, is mostly a level plain. Wagons can pass without difficulty from the head of the San Saba River to El Paso at all seasons of the year. The route leading by Fredericksburg on the Llano is recommended as the best. From Houston to Fredericksburg there is a plain wagon road, practicable at all seasons for wagons. Here, then, is an excellent route, abounding with good pasturage, and well furnished with water, extending from Houston, Texas, to El Paso, Chihuahua, and only 580 miles long.

“Major Cook makes the distance from El Paso to San Diego 837 miles; consequently, the distance from Houston to San Diego, in California, by El Paso, is only 1,417 miles.

“The emigrant may travel through the whole distance at comparatively small expense, and his animals be kept in as good condition on the mesquit and buffalo grass of Texas, and the bunch grass of New Mexico and California, as they would be on the prairie roads of

Illinois. This is emphatically the emigrant's route to California, for on it he can transport his family and agricultural implements more speedily, more safely, and with less expense than on any other route that has yet been explored.

“From New Orleans to San Antonio is seven or eight days travel, by way of Galveston and Houston, or by Port Lavacca. The steamboats leave New Orleans for Galveston every five days. It is hence five or six days travel to San Antonio. Horses and mules, serviceable for the overland journey from San Antonio to California, can be got at reasonable prices in Texas. The chief advantage of the route through Texas, by the Paso del Norte and down the Gila, appears to me to be the small danger of life in comparison with the route by Chagres, or through Central Mexico.”

Emigrants wishing to go to California by the way of Santa Fe, can proceed up the valley of the Pescos, through a level section of country, to the capital of New Mexico, where he will reach the great highway or Spanish Trail crossing the country to Ciudad de Los Angeles, and thence proceed north to San Francisco.

Gen. Worth is to leave San Antonio on the first of April, for the purpose of establishing a military post opposite El Paso, on the Rio Grande, and will be accompanied by Col. Hays, and together they will visit the River Gila. This expedition will establish the route to California. Many adventurers from Texas and elsewhere will follow General Worth's detachment on its march. The Corpus Christi Star says the United States engineers have expressed a decided opinion that Corpus Christi is the most advantageous point on the Gulf Coast for communicating with the line of the Rio Grande.

The Brownsville Flag has some remarks and arguments to prove that the best route to California is by the valley of the Rio Grande.

[*Extract from a Galveston paper, dated February 16, 1849.*]

NAVIGATION OF THE RIO GRANDE.

“This stream is navigable for steamboats drawing three and a half feet water, to Laredo. Above that point there are rapids in the stream, and rocks which obstruct navigation, although it is supposed the river could be rendered navigable for small steamboats to the Presidio. Between Presidio and San Carlos, the river is hemmed in by mountain cliffs, represented to be only a few rods apart, and the river glides through these deep chasms with frightful velocity. No steamboat could stem the current if there was a sufficient depth of water. These rapids, it is supposed, will form insuperable obstacles to the navigation of the Upper Rio Grande, either by steamers or even flat boats.”

COL. HAYS' ROUTE FROM HOUSTON, TEXAS, TO SAN DIEGO, CALIFORNIA, VIA EL PASO.

<i>Stopping Places.</i>	<i>From Miles, Houston.</i>	
HOUSTON .....	...	...
AUSTIN.....	170	170
Fredericksburg.....	70	240
Head San Saba River.....	90	330
Puerco River.....	75	405
EL PASO, Chihuahua.....	175	580
Santa Cruz, Sonora.....	270	850
Pimos Village, on the Gila.....	150	1,000
Mouth of the Gila River.....	188	1,188
Carisco Creek, (passing Sandy Desert).....	100	1,288
Warner's Rancho.....	50	1,388
SAN DIEGO.....	79	1,417

[*Extract from a letter, dated Port Lavacca, February 14th, 1849.*]

“This city is on Lavacca Bay, 35 miles from the Gulf, and 140 from San Antonio de Bexar, by mail route. It is reached by entering at Pass Cavallo to Matagorda Bay, thence up to this point. On the bar at the Pass

there is usually eleven feet water, although at times less than ten feet, with not a difficult entrance. Vessels drawing over seven feet cannot well reach here, having to cross a sand-bar at Indian Point, at a mud-bar at Gallegpar Point, seven and ten miles below here.

“It seems to be a conceded fact that the distance from Galveston to El Paso on the Del Norte or Rio Grande, is short of 600 miles, with an entire passable road for wagons. The more familiar route leads up the valley of the Colorado, one of the finest streams in Texas—along the San Saba, a tributary of the Colorado—striking the Gila, which takes the party nearly to their destination. The distance from El Paso to San Diego is not far from 800 miles—making the whole distance from Galveston to the “diggins” about 1,400 miles. The cost to the emigrant cannot exceed \$30 or \$40 after he is astride his mule or mustang—properly provided—possibly not half this amount.

“The entire route—and I think this an important consideration—lies between the latitudes 30 and 35 deg. so there can be little danger of suffering from heat or cold.

“The farther west the emigrant goes, the cheaper he will find the animals—mules, mustangs, and Indian ponies. I would advise parties to take along wagons sufficient to transport their provisions, mining and other implements, to points where they can obtain their riding and packing beasts to suit their views—when, if they wish, they can dispose of all or part of their wagons in exchange.

“I am staying at a genteel private hotel, where board is eight ‘bits’ per day, or \$25 per month. The bill of fare consists in part of bacon, (*the dish* of Texas,) venison, game, beef, *green* vegetables, fish, corn bread and pecans.”

SEA ROUTES.

UNITED STATES MAIL STEAMSHIP COMPANY.

ROUTE FROM NEW YORK TO CHAGRES, VIA HAVANA AND NEW ORLEANS.

PORTS.	Miles from port to port.	Time.	Fare from New York.
NEW YORK.....	...	.....	...
Charleston.....	800	2½ days.	\$20
Savannah.....	100	½ " "	25
Havana.....	800	3½ " "	70
New Orleans.....	700	2½ " "	75
CHAGRES.....	1,500	5 " "	150

STEAMERS.

ISTHMUS, 500 tons, Captain James G. Baker.
 FALCON, 1000 tons, Captain W. T. Thompson.
 GEORGIA, 2700 tons.
 OHIO, 2500 tons.

One of the above vessels will leave New York and Chagres twice every month, stopping at the above ports, connecting with the Pacific Mail Steamers at Panama.

BRITISH ROYAL MAIL STEAM PACKET SHIP ROUTE, FROM NEW YORK,
VIA BERMUDA, TO VERA CRUZ.

PORTS.	Miles from port to port.	Time.	Fare from New York.
From NEW YORK.....	...	.....	...
To Bermuda.....	700	3½ days.	\$40
" Nassau.....	775	4 " "	90
" HAVANA.....	360	2 " "	100
" Cat Island, (N. Orleans,)	664	3½ " "	140
" Tampico*.....	583	3 " "	170
" VERA CRUZ.....	205	1 " "	170
From Havana to Jamaica.....	740	4½ " "	\$140

ROUTE FROM JAMAICA TO ST. JUAN DE NICARAGUA, VIA CHAGRES.

PORTS.	Miles from port to port.	Time.	Fare from New York.
From Jamaica.....	...	.....	...
To Santa Martha.....	440	2¼ days.	\$150
" Carthagen.....	105	½ " "	155
" Chagres.....	280	1½ " "	170
" St. Juan de Nicaragua..	240	1½ " "	185

* The British steamers usually run from Cat Island direct to Vera Cruz, and thence to Tampico on the return trip.

DIRECT ROUTE FOR SAN FRANCISCO, VIA CHAGRES.

The new and splendid steamship **CRESCENT CITY**, 1,500 tons burthen, Charles Stoddard, master, will leave for Chagres direct, from her dock, at Pier 4, North River, on Tuesday, the 17th April, at 1 o'clock.

Passengers for California will find this the most expeditious and pleasant route to reach the Gold Regions—and as the *Crescent City* goes direct to Chagres, *without stopping at intermediate ports*, they will, without fail, arrive at Panama in time for the Pacific Mail Steamer **OREGON**, of the 1st of May.

The steamer **Orus** is now on the river at Chagres, and passengers will find an ample supply of canoes and mules to convey them across the Isthmus to Panama.

Passage in the after saloon.....	\$150
“ “ forward saloon.....	115
“ “ lower cabin.....	115
“ “ steerage.....	80

Eight cubic feet of baggage allowed each cabin passenger, and six feet allowed each steerage passenger.

Freight on specie 1 per cent; on extra baggage, 70 cents per foot.

 ROUTE FROM HAVANA TO NEW ORLEANS AND VERA CRUZ.

From Havana to Vera Cruz direct, the distance is about 800 miles; usual time, four days. The American steamers, however, run from Havana to the city of New Orleans, and thence direct to Chagres. The British steamers run from Havana to Cat or Ship Island, the outport for New Orleans, and then proceed to Vera Cruz, a distance of 7 or 800 miles.

In sailing vessels, the passage through the Gulf of Mexico is often very tedious, owing to the frequent calms. But the number and variety of the finny tribes,

the birds, the multitudes of flying-fishes, which support themselves out of water for a considerable time, the dolphins, and the glorious evening appearance of the sky, are constant sources of enjoyment.

The voyager may also be subject to the influence of one of those fierce blasts that come on suddenly from the north, called "Nortes." The effect of these gales are to be feared, should a sailing ship be near the shore; but in a steamer they are of trifling consequence, except that they may for a time prevent the passenger from embarking or landing.

Should the atmosphere happen to be clear, you may catch a view of the snow-covered peak of Orizava, the "Star Mountain," elevated 17,375 feet above the level of the sea. It is said to be visible in clear weather, at sea, at the distance of 150 miles. Its distance from Vera Cruz is about 60 miles, west. Its form is conical. In 1545, and for twenty years afterwards, it was in volcanic action, since which time there has been no visible appearance of eruption. The Coffin of Perote, another high mountain, is also visible from a great distance; it is to the right of Orizava, with which it is connected by a chain of intervening mountains.

Point Delgado, a lofty rock, is the first portion of the coast that appears in sight. Then, steering southward, the light-house and castle of San Juan de Ulua become visible, and afterwards Vera Cruz appears, which, with its numerous red and white cupolas, domes, towers, and battlements, presents a splendid appearance from the water.

Ships anchor under the western wall of the castle, distance about half a mile from the mole, or landing

place, at the city. Passengers are landed in shore-boats, at a charge of from one to five dollars, according to the quantity of luggage, all of which must be examined at the entering office of the port, and a duty paid on articles of merchandise.

Passengers must bring passports from the ministers or consuls of the Republic abroad, without which they cannot land; and in embarking, they must procure passports from the proper authorities, at Vera Cruz. The cost is two dollars, and they will have to attend personally.

On entering the gates from the Mole, the French hotel of Auguste is immediately in front. The hotel most resorted to by the English and Americans is the *Casa de Diligencias*, situated in the principal square, which is by far the best hotel in the place.

The usual mode of travelling to the interior is by coach, or diligence, which leaves for the city of Mexico three times a week, and is four days on its transit. The distance is 250 miles, and the fare, by coach, \$50.

Packet ships pass to and from New York once a month, or oftener. The cabin fare is usually \$125. The Royal Mail steamers visit Vera Cruz twice, and Tampico once, each month. The steamer, after she has landed her mails and passengers at Vera Cruz, proceeds to Tampico, where, having waited long enough to receive the mails, passengers, and specie, from thence retraces her course to Vera Cruz. She then returns to Havana direct, and thence to Nassau and Bermuda, connecting with a steamer running once a month to New York, the Royal Mail steamer proceeding direct to Southampton, England.

ROUTE FROM THE CITY OF MEXICO TO SAN BLAS
AND MAZATLAN.

From Mexico to Guadalajara, passing through Queretaro and Guanajuato, the distance is about 600 miles; fare in stage coach, \$60; time, six days.

The accommodations on the route are good, houses of entertainment having been furnished by the stage proprietors. Travellers can get a cup of chocolate on starting in the morning; stop at nine or ten, A. M., for breakfast, and then travel till six or seven P. M., when passengers again stop to dine. Stages run three times a week from the city of Mexico to Guadalajara.

From Guadalajara to Mazatlan is ten days' travel, on mules, usually stopping over night at the following places:—Tequila, Mochichitla, Santa Isabel, through Yxtlan, Tepic, through San Lionel, Santiago, Rosa Morada, La Bogona, Acaponeta, Mazatlan Viego, to Mazatlan.

From Guadalajara to Tepic is four or five days' journey, or about 250 miles, fare, \$35, rooms and food extra, both of which are indifferent, there being usually no beds, knives, forks, or spoons furnished travellers.*

From Tepic to San Blas the distance is about 50 miles, in a westerly direction; usual time, one day.

From Tepic to Mazatlan the distance is about 275 miles, in a northwest direction; usual time, five or six days.

The price of passage from San Blas, or Mazatlan, to

* This route, with the increase of travel, will no doubt be improved, so as to afford altogether one of the most desirable land routes from ocean to ocean.

San Francisco, in California, is usually \$100; time, ten days, in sailing vessels.

The price of board, at San Blas, or Mazatlan, is about \$1 50 per day. Fare on the road, about \$2 per day, for meals and lodging.

ROUTE FROM THE CITY OF MEXICO TO ACAPULCO,
ON THE PACIFIC OCEAN.

<i>Stopping Places.</i>	<i>From</i>	
	<i>Miles.</i>	<i>Mexico.</i>
MEXICO.....	...	...
San Augustin.....	10	10
La Cruz.....	19	29
Guchilague.....	10	39
<i>Cuernavaca</i>	8	47
Xochitepec.....	6	53
Tepetlalapa.....	33	86
Tuspa.....	22	108
Mescala.....	36	144
Venta Vleja (old inn).....	11	155
<i>Chilpanzingo</i>	30	185
La Moxonera.....	40	225
El Limon.....	33	258
Passo d'Aguacatillo.....	8	266
ACAPULCO.....	10	276

ACAPULCO.

In former times, Acapulco derived great importance from its enjoying a monopoly of the trade between Manilla and the Philippine islands, (belonging to the crown of Spain,) and Mexico. The richly freighted Spanish galleons made its noble harbor their only place of resort, on the western coast, and extensive fairs for the sale of every description of goods, suitable for the market of the Indian Ocean, were held in the town.

The harbor of Acapulco is one of the finest in the world. Capt. Basil Hall, who visited it in 1822, ex-

presses the highest professional admiration of this celebrated port. He says, "it is easy of access, very capacious, the water not too deep, the holding ground quite free from hidden dangers, and as secure as the Portsmouth dock-yard. From the interior of the harbor, the sea cannot be discovered; and a stranger coming to the spot by land, would imagine he was looking over a sequestered lake."

ROUTES FROM THE ATLANTIC TO THE PACIFIC.

ISTHMUS OF TEHUANTEPEC.

Several different points have from time to time been proposed, as offering facilities for effecting an artificial communication across the Isthmus which divides the Atlantic from the Pacific Ocean. Those only which, upon examination, have been deemed worthy of much attention, are the Isthmus of Panama, properly so called; the Isthmus of Nicaragua; and the Isthmus of Tehuantepec. The latter is the point embraced in the project to which we have alluded, as having been recently submitted in a tangible shape, and under circumstances which seem to promise success to the capitalists of the United States.

The individuals who have now undertaken to carry through this grand project, possess the privileges of Don Jose de Garay, who had secured to himself many important concessions, as well as the co-operation and countenance of the Mexican government. Assisted by competent engineers and by Mexican officers, whose services were placed at his disposal, he has obtained

an examination of the route, which, it is stated, has demonstrated the practicability of the undertaking. The privileges which he has secured from the Mexican government, are as follows:—

1st. He is to receive during a period of 50 years (commencing from the day that a communication shall have been effected between the two oceans) all the tolls and dues accruing from transit, both by means of a canal and railroads, or either, with the condition that one-fourth of the dues, after expenses are paid, is to be advanced to the government during the said 50 years; for this advance the proprietors will be compensated by the payment of one-fourth of all dues received for 50 years after the project shall have passed into the hands of the government.

2d. A guarantee is given that for 60 years no person shall have power to employ any steam-vessel or steam-carriage of any kind within the Isthmus of Tehuantepec, without the leave or license from the said Don Jose de Garay, or his assigns.

3d. The government cedes to Don Jose de Garay, in fee simple, the breadth of 30 miles of land on each side of the line of communication. These lands are of the first quality, embracing numerous points favorable for the construction of harbors, towns, villages, &c., and amount to nearly five millions of acres.

4th. The valuable privilege to purchase lands, &c., of establishing colonies to the extent of 50 leagues (or 150 miles) on each side of the line in addition, with all rights and privileges in perfect equality with Mexican citizens which is not granted to other citizens.

Upon the basis of these privileges, the proposition now is to form a joint-stock company for the purpose of executing this project. We have seen no estimate of the cost; but the shareholders are assured, in general terms, that the speculation will yield a return of

15 per cent. It is doubtful whether capitalists will be induced to lend aid to the enterprise, by any hope of pecuniary return. The ulterior benefits of the scheme, in promoting and extending commercial pursuits, may, however, lead to the necessary investment.

Tehuantepec is now regarded, we believe, as offering the most feasible means of acquiring the desired communication. We quote the following statements, in reference to it, from a late writer in the *National Intelligencer* :—

“Good and capacious harbors may be found at each extremity. The mouth of the Coatzacoalcos being 700 metres (765 yards) wide, with never less than 21 feet water on its bar, is, according to Mr. Balbi, “the finest port formed by any one of the rivers that discharge themselves into the Gulf of Mexico, not even excepting the Mississippi. Signor Moro has proved that a good harbor can be found on the Pacific. The country possesses a fine climate, and in many places a most fruitful soil.”

From the surveys made by Mr. Moro, a European engineer, under the direction of Senor Garay, the following facts in relation to the route have been obtained. We quote from the petition of P. A. Hargous and others, which has been presented to the United States Senate.

“From these surveys, it is established that the entire distance from sea to sea is 135 miles in a straight line, and presents a wide plain from the mouth of the Coatzacoalcos to the port of the Mesa de Tarifa, a table or elevated plain on the line of the Andes, which rises to the height of 650 feet above the level of the sea, and at the distance of five miles again descends to a plain which reaches the Pacific. The summit level to be overcome is only 650 feet. Thirty miles of the river Coat-

zacoalcos are navigable for ships of the largest class, and 15 miles beyond this for vessels of light draught, leaving only about 115 miles of railroad to be made. It would occupy too much space to enumerate all the details of these surveys, and which go to show so strongly how easily a railroad can be constructed across the Isthmus of Tehuantepec. It is sufficient to say that the absolute practicability has been clearly ascertained."

The distance from the mouth of the Mississippi to San Francisco, by the Isthmus of Tehuantepec, is 3,300 miles; by the Isthmus of Panama, 5,000: thus showing that the route by the Isthmus of Tehuantepec is 1,700 miles shorter than by Panama. The distance from New York, by the Isthmus of Tehuantepec, is 4,750 miles; by the Isthmus of Panama, 5,850; making the route by Tehuantepec, from New York to San Francisco, 1,100 miles shorter than by the Isthmus of Panama.

ROUTE FROM SAN JUAN DE NICARAGUA, THROUGH CENTRAL AMERICA, TO THE PACIFIC OCEAN.

This route is said to be perfectly practicable, and is, perhaps, preferable to some routes much more in vogue. The port of SAN JUAN, situated at the mouth of the river San Juan, the outlet of Lake Nicaragua, is a small town now in possession of the English, who hold it in behalf of the Musquito king, or chief, whose people inhabit the eastern coast bordering on the Caribbean Sea. It is said to be much more healthy than Chagres, and has a number of white inhabitants.

From San Juan to the port of St. Carlos, on Lake Nicaragua, by the way of the river, is about 100 miles,

and the passage is made in canoes called bungies, which are very large, some of them capable of carrying 800 hides at a load, and are rowed by twelve or fifteen men. The navigation of the river is obstructed by falls and rapids, but not so much as to prevent the passage of these canoes, which are dragged up the edge of the rapids, close along the shore. It is said that a steamboat of light draft of water would be able to ascend the stream without much difficulty. On reaching the lake, the canoes are propelled by sails, and can proceed eighty miles to the city of *Grenada*, from whence to the port of *Realejo*, on the Pacific, there is a good road.

DISTANCE FROM SAN JUAN DE NICARAGUA TO REALEJO, VIA PROPOSED CANAL.

Length of the River San Juan.....	100 miles.
“ Lake of Nicaragua.....	90 “
“ River Tipitapa.....	20 “
“ Lake of Leon.....	35 “
“ proposed canal to Realejo.....	29 “

Total length of the communication between the two seas, 274 miles.

Of the above distance, only about one-third would require to be worked, in order to enable vessels of a large class to pass from ocean to ocean.

The distance of the proposed route from San Juan de Nicaragua to San Juan del Sud, on the Pacific, is about 100 miles less.

PROPOSED CANAL.

There are two projects for a canal on this line. One is, to connect the port of Realejo, on the Pacific, with Lake Leon, which is said to join that of Nicaragua by a navigable stream. The other project is, to join Ni-

caragua Lake by a direct cut with the Gulf of Papagayo, on the Pacific.

The Lake of Leon, 35 miles long and 15 miles wide, is said to be quite deep enough for vessels of a large size; and as it is of higher elevation above the Pacific than that of Nicaragua, it would serve as an upper basin for the supply of water required to feed a canal of large dimensions carried from the head of the lake into the Bay of Realejo.

The second project, and more direct course, is from Lake Nicaragua to San Juan del Sud, situated on the Gulf of Paragayo. It is stated that the distance is only 16 miles across, and though the intervening country be laid down in many maps as mountainous, the greatest actual height of any part above the level of the lake is only nineteen feet, as was proved by a series of 347 levels, about 100 yards apart, taken in 1781. The difference of the levels of the two oceans was ascertained by Humboldt not to exceed twenty, or at most, twenty-two feet.

While the port of Realejo is represented as one of the best in the world, it is said that on the Papagayo coast the shore is so bold that a frigate may anchor within a few yards of the beach. Sailing vessels, however, find it very difficult to enter the Gulf or port of Juan del Sud at certain seasons of the year, during which a strong wind continually blows off the land.

CHAGRES.

As you approach this port from the north, you can see nothing of the harbor or town until you are abreast of it. The first thing visible is an old fortification, situated on a high cliff jutting far into the sea, on the northern side of the town. The bar at the entrance of the harbor extends from the extreme northern point of this port, in a line nearly due south. It is said there is always twelve or fourteen feet water on the bar, and that the harbor will contain eight or ten sail of vessels.

The town of CHAGRES is built of cane, with thatched roofs. The population consists principally of native blacks, numbering from 1,000 to 1,500, who have mostly subsisted by fishing and growing yams; but of late many are employed in transporting passengers and merchandise to and from Panama. Formerly, from five to ten dollars was the common price for a canoe to go to Cruces. The canoes are of all sizes; the largest will hold six or seven persons comfortably with their luggage—the smallest only one or two. The latter will run up the river to Cruces, 45 or 50 miles, in one day; the largest take three or four days. The present rate for canoes is from ten to one hundred dollars, according to the size and the demand.

From Chagres to Gorgona, a few miles below Cruces, there are no villages. For thirty miles from the mouth, the river is well suited for steamboat navigation at all seasons of the year. When the river is high, a small steamboat might proceed to Golgona, or even to Cruces, about 50 miles from its mouth.

From Golgona to Panama the distance is about 26

miles ; the road is usually muddy and bad. From Cruces to Panama the distance is twenty-two miles ; the road is rough and bad, but usually preferred to the former. It takes from ten to twelve hours to perform the journey. Passengers crossing the Isthmus at this point, have to take one or the other roads, although it is stated there are other routes that might be selected for a railroad. The present price for saddle mules, from Cruces to Panama, is from ten to twenty dollars. For a man to carry your trunk on his back, you have to pay from six to ten dollars, according to size, say from twenty to seventy pounds weight.

PANAMA.

This is a very handsome and healthy town, containing some five or six hundred inhabitants, and is surrounded on three sides by the sea, the remaining side being encompassed by a wall. Previous to the late influx by Americans, there was very little business done, but now it presents a lively appearance, and must continue to increase in numbers and wealth. At no distant period it is no doubt destined to become a large and flourishing city, where will congregate strangers from every quarter of the globe.

“ The immediate neighborhood of Panama is laid out in gardens, pasturage, and orchards, and there are a few villas which give it a polished air, and contrast prettily with the solemn grandeur of the forests beyond. These stretch entirely across the isthmus in an unbroken mass, except at intervals, where the axe of the negro has here and there cleared a space sufficient for the

rude hut of some solitary family, whose habitation interrupts the uniformity of the sylvan scene.”

The usual expense of travelling from ocean to ocean, with ordinary baggage, is as follows:—

Hire of Cayuca from Chagres to Cruces.....	\$10 00
Saddle mule from Cruces to Panama.....	5 00
Luggage mule “ “	3 00
Total.....	<u>\$18 00</u>

The *United States Pacific Mail Steamship Company's* vessels, running from Panama to California and Oregon, in connection with steamers from New York to Chagres, will alone bring to this point an immense amount of business, in addition to its regular trade with the adjacent county, and ports along the Pacific coast.

“The Bay of Panama is an open roadstead, yet within a short distance from the shore there is sufficient water at any time of the tide for large ships, and the most rare occurrence of a heavy gale or rolling sea, renders the roadstead almost as safe as a land-locked harbor. In case of bad weather, there is, at the distance of seven miles, excellent anchorage and most secure shelter at the Island of Taboga, where ships can both provision and water.”

STEAMBOAT ROUTE FROM CHAGRES TO GORGONA.

The steamer *ORUS* runs from Chagres, 22 miles up the river, about half way to Gorgona, from whence passengers have now to proceed in canoes. Fare, \$10 from Chagres to Gorgona, with usual baggage; for extra baggage or freight, a further charge will be made.

For conveyance from Gorgona or Cruces to Panama, a further charge of about \$10 is made.

We annex an Abstract of the Report made by Mr. T. Butler King, from the Committee on Naval Affairs, to whom was referred the petition of Wm. H. Aspinwall, John L. Stevens, and Henry Chauncey, praying aid of the government of the United States to construct a railroad across the Isthmus of Panama. The bill accompanying the report stipulates the payment of \$250,000 per annum for twenty years to enable the company to complete the work, and in payment for the services to be rendered by the company. The report, after stating that the memorialists hold a charter for forty-nine years from the government of New Grenada, subject to purchase by that government at the end of twenty years, goes at length into a calculation of the advantages to our commercial interests of such a connection between the two oceans over the tedious passages by either Cape. The report furnishes a table showing that European ports are 1,500 miles, or two weeks nearer than we are to all the other ports of the world, except the Atlantic ports of the American continent north of the equator and the West Indies. The cause of this is, that all vessels bound from our ports to places south of the line, or beyond either of the Capes, cross the Atlantic to the Azores, or Western Islands, for the purpose of finding favorable winds, while vessels from British ports run down to the same latitude and longitude without the necessity of crossing the ocean, to avail themselves of the same advantages.

The construction of the proposed railroad across the Isthmus, will not only do away this advantage over us now possessed by European commerce and navigation, but will turn the tide in our favor.

The average distance from Liverpool, London, and Havre, to Panama, is 4,700 miles, from New York the distance is 2,200 miles, from Charleston 1,500, from Savannah 1,400, from New Orleans and Mobile, 1,600, making an average distance from our principal exporting Atlantic and Gulf ports, of about 1,700 miles to Panama. If, therefore, we admit, for the sake of argument, that European commerce with the Pacific Ocean, the East India and China seas, will take the new route across the Isthmus, there will be a difference of 3,000 miles in our favor. Add to this the 1,500 miles now against us, and we find that we shall gain by this channel of communication, in our relative position to those parts of the world, a distance of 4,500 miles, or of 42 days. In the voyage out and home we shall have the advantage of our European competitors 9,000 miles, and 84 days, as compared with the present route.

The Report argues that the commerce of Europe with the East Indies, China, and the West Coast of America, must fall into our hands, although we do not see the cogency of its reasoning. A table of distances to various ports beyond the Capes is given, showing, according to the report, that the new route across the Isthmus will bring us more than an average of 10,000 miles nearer to the East Indies, China, and the ports of South America on the Pacific, and will actually, for all the purposes of navigation and commercial intercourse, bring the ports of the West Coast of Mexico, California, and Oregon, 14,000 miles nearer to us than they now are! With steamers on each side of the Isthmus that will go fifteen miles an hour—a speed ascertained to be quite practicable—passengers, the mails, and small

packages of light and valuable goods may be conveyed from New York to San Francisco in fourteen days, and from our southern ports in less time.

The average saving of time in our commercial intercourse with the West Coast of America, China, and the East Indies, which will be effected by the construction of the proposed railroad, is exhibited in the following table:—

TABLE SHOWING THE SAVING OF TIME FROM NEW YORK BY THE NEW ROUTE VIA THE ISTHMUS OF PANAMA, AS COMPARED WITH THE OLD ROUTES VIA CAPE HORN AND THE CAPE OF GOOD HOPE, TO THE PLACES THEREIN NAMED, ESTIMATING THE DISTANCE WHICH A COMMON TRADING SHIP WILL SAIL PER DAY TO BE 110 MILES, AND CALCULATING FOR THE VOYAGE OUT AND HOME.

From New York to	DISTANCES, ETC.,					
	Via Cape of Good Hope.		Passage Via Cape Horn.		Passage Via Isthmus of Panama.	
	<i>Miles.</i>	<i>Days.</i>	<i>Miles.</i>	<i>Days.</i>	<i>Miles.</i>	<i>Days.</i>
Calcutta.....	17,500	318	23,000	418	13,400	244
Canton.....	19,500	354	21,500	390	10,600	192
Shanghae....	20,000	362	22,000	400	10,400	188
Valparaiso...	.....	...	12,900	234	4,800	86
Callao.....	.....	...	13,500	244	3,500	62
Guayaquil...	.....	...	14,300	260	2,800	50
Panama.....	.....	...	16,000	290	2,200	36
San Blas.....	.....	...	17,800	322	3,800	68
Mazatlan....	.....	...	18,000	326	4,000	72
San Diego....	.....	...	18,500	336	4,500	82
San Francisco	.....	...	19,000	344	5,000	90

The employment of steam vessels would render the contrast in our favor still more striking.

Steamers, with a speed of twelve miles an hour, would go from New York, via the Isthmus, (throwing out the fractions)—to Calcutta in 47 days; to Canton in 36; to Shanghae in 35; to Valparaiso in 17; to Callao in 12; to Guayaquil in 9½; to Panama in 8; to San Blas in 12; to Mazatlan in 13; to San Diego in 16; to San Francisco in 18 days.

PACIFIC MAIL STEAMSHIP COMPANY.

The United States Mail Steam Packets—

The CALIFORNIA....1,050 tons....Capt. CLEVELAND FORBES,
 “ OREGON.....1,099 “ “ ROBERT H. PEARSON,

now in the Pacific.

The PANAMA.....1,087 “ “ WILLIAM C. STOUT,
 now on the way. The above vessels are intended to form a line from Panama to ports in California, one leaving Panama every month.

Passengers in the after cabins are furnished bedding, but not wines and liquors, and will be allowed space for personal baggage, free, to the extent of 300 lbs. weight. Freight on excess and all other goods \$50 per ton, and one per cent on specie.

Passage from Panama to San Blas, or Mazatlan, 2,000 miles, in state rooms.....	\$175
Passage from Panama to San Diego, 3,000 miles, in state rooms	225
Passage from Panama to San Francisco, 3,500 miles, in state rooms	250

Passage in the lower cabin at a deduction of one-fifth from the above rates.

Passage in the forward cabin from Panama to either of the above named ports, \$100, including only such rations as are furnished to the crew. No bedding found.

Atlantic passengers have priority of choice of berths.

No passage secured until paid for. Applications to be made at the office of the Company, New York, 54 South-street.

 DIRECT ROUTE FROM NEW YORK TO CHAGRES.

Steamship CRESCENT CITY...1,500 tons..Capt. CHARLES STODDARD.
 “ EMPIRE CITY.....2,000 “ .. “ J. D. WILSON.

One of the above splendid steamships will leave New York for Chagres, *direct*, without stopping, every month, connecting with the above Pacific Mail Steamship Line running from Panama.

TABLE OF DISTANCES

FROM SAN DIEGO, CALIFORNIA, TO THE STRAITS OF JUAN DE FUCA,
OREGON,—ALONG THE COAST.

<i>Ports, &c.</i>	From <i>Miles. S. Diego.</i>	
SAN DIEGO, N. Lat. 32 deg. 40 min.....	...	...
San Juan.....	50	50
San Pedro.....	45	95
Santa Barbara.....	85	180
Point Conception.....	40	220
San Louis Obispo.....	50	270
Monterey Bay.....	110	380
SAN FRANCISCO.....	90	470
Bodega.....	60	530
Cape Mendocino.....	180	710
Cape Blanco.....	220	930
Mouth of Columbia River.....	240	1,170
Gray's Harbor.....	80	1,250
CAPE FLATTERY, entrance to Straits of Fuca.....	150	1,400

FROM SAN DIEGO TO SUTER'S FORT, SACRAMENTO VALLEY.

To Ciudad de los Angeles.....	...	120
Santa Barbara.....	100	220
Monterey.....	240	460
Rio San Joaquin.....	100	560
Rio Stanislaus.....	20	580
SUTER'S FORT, or New Helvetia.....	90	670

STAGE ROUTE FROM VERA CRUZ TO GUADALAXARA, VIA THE CITY OF
MEXICO.

<i>Places.</i>	From <i>Miles. V. Cruz.</i>	
VERA CRUZ.....	...	...
National Bridge.....	30	30
Plan del Rio.....	16	46
Cerro Gordo.....	6	52
Jalapa.....	16	68
Las Vigas.....	19	87
Perote.....	11	98
Ojo de Agua.....	35	133
Puebla.....	34	167
San Martin.....	22	189
Rio Frio.....	22	211
Cordova.....	14	225
MEXICO.....	27	252
Arrogozara.....	90	342
Queretaro.....	85	427
Guanaxuato.....	100	527
Lagos.....	100	627
San Miguelito.....	90	717
GUADALAXARA.....	83	800

From Guadalajara to San Blas, about 200 miles, by mule route—making this route, from ocean to ocean, 1,000 miles.

From San Blas to Mazatlan, by water, 200 miles.

TABLE OF DISTANCES

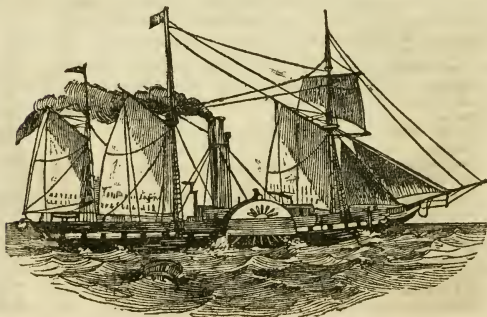
FROM CORPUS CHRISTI TO MAZATLAN, VIA SALTILLO.

<i>Places.</i>	<i>From Miles. C. Christi.</i>	
CORPUS CHRISTI.....	...	...
Comargo	150	150
Monterey	120	270
Saltillo.....	60	330
Parras	85	415
Durango	150	565
MAZATLAN	225	790

From Mazatlan to San Francisco, by water, 1,200 miles.

ESTIMATED AREA AND POPULATION.

	Square miles.	Acres.	Pop., 1845.
New Mexico.....	202,320	130,583,040	67,000
Upper California.....	448,691	287,162,240	33,000
Oregon.....	341,463	218,536,320	20,000



TEXAS AND NEW YORK LINE OF PACKETS.

*Only regular line between New York and Galveston,
sailing about every ten days, viz :*

Ship	STEPHEN F. AUSTIN.....	500 tons....	Capt. D. N. Moss.
"	BENJAMIN R. MILAM....	500 "	" H. M. ALLEN.
"	WILLIAM B. TRAVIS....	600 "	" F. B. BOLLES.
"	J. W. FANNIN.....	400 "	" _____
Bark	MONTAUK	350 "	" G. GATES.
"	NORUMBEGA.....	350 "	" W. BUCKINGHAM.

These vessels are all of the first class, and commanded by able masters, experienced in the trade. They are all new, of great strength, superior finish, and especially adapted to the trade.

It is our purpose to have at all times one of our packets at the wharf in New York to receive freight, and to give quick despatch. They have ample stateroom accommodations in the cabins, and for 2nd cabin and steerage passengers, large and airy apartments.

Goods to our care will be forwarded free from commission, and the agents at Galveston will give prompt and careful attention to any goods to their care for the interior places or coast ports in Texas.

It has been our effort to make ample provision for the intercourse between Galveston and New York, and we shall continue to supply additional tonnage, as the growth of the trade may require.

J. H. BROWER & Co.,

45 South street.

Agents in Galveston—

WILLIAM HENDLY & CO.,

RICE ADAMS & CO.

NEW YORK, *March*, 1849.

NOTICE TO TRAVELLERS GOING TO CALIFORNIA.

The undersigned, Proprietor of the "GENERAL LINE OF STAGE COACHES, OR DILIGENCES," in Mexico, respectfully begs leave to inform the public of the United States of America, that this Line of Coaches is constantly running from Vera Cruz to the city of Gaudalajara, distance about 800 miles, in eleven days.

From Gaudalajara the travellers go on horseback to the Pacific—to San Blas, 200 miles; or to Mazatlan, 350 miles. At both ports the United States Mail Steamers, on their way to San Francisco, will touch for passengers; and besides, there are always found in these ports abundance of sailing vessels.

The travellers by the stage coaches from Vera Cruz reach Gaudalajara in eleven days, passing through the most important and interesting cities and towns of Mexico, and the most cultivated and populous part of the country.

The stage coaches stop every evening for the night at the post-houses, which are stationed as follows:—

At JALAPA.....	A City.
PEROTE.....	Town and Fortress.
PUEBLA.....	Large City.
MEXICO.....	Capital City of the Republic.
ARROGOZARA.....	Large Town.
QUERETARO.....	Manufacturing Town.
GUANAJUATO.....	Chief City of the Mining District.
LAGOS.....	Central point of the Republic.
SAN MIGUELITO.....	Small Town.
GAUDALAJARA.....	A large town.

In each of these regular stations there is a commodious Hotel, belonging to the proprietor of the line, kept in excellent style, and where travellers find every comfort at a moderate charge.

The stage fare for one seat from Vera Cruz through to Gaudalajara, is.....	\$110 00
Meals and lodging through, spending two nights in the city of Mexico, and one night at each of all the other stations,	29 50
Total expense for one passenger from Vera Cruz to Gaudalajara.....	\$139 50

The State of Gaudalajara is making a great effort to establish a carriage road from that city to Mazatlan and to San Blas. It is expected that both roads will soon be finished. As soon as this is done the proprietor of the stage coaches will extend the line to those places; and then it will cross the continent, from Vera Cruz to Mazatlan, in fourteen or fifteen days only. In the meantime travellers can procure at Gaudalajara horses for themselves and their baggage, at a cheap rate, to continue their journey to Mazatlan or San Blas.

All the coaches of the line are of the best class, and built in the State of New York, expressly for this line, by the best makers: they are fine, strong coaches, where passengers seat most comfortably, with plenty elbow room. The drivers are all selected for their capacity and honesty, and they are attentive and obliging men, to whom the roads and localities are perfectly familiar.

Any further information that may be desired will be given by the Proprietor's Agent at Vera Cruz, Mr. JOHN BELL; or at New York, by Mr. A. PATRULLO, Merchant, 71 Water-street.

A. ZURUTUZA, Proprietor.

MEXICO, February 12, 1849.



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