COLTON'S
MAP OF THE
UNITED STATES
MEXICO &c.
Showing the Gold Region in
CALIFORNIA.

RARE BOOK COLLECTION

PARTICULARS

OF

ROUTES, DISTANCES, FARES, &c.,

TO ACCOMPANY

Colton's Map of California

AND THE GOLD REGION.

COLLECTED FROM OFFICIAL DOCUMENTS.

THE very great interest, at this time, bestowed by the Government and by the people of the United States on our recent territorial acquisitions, has induced the Publisher to compile from all the most authentic sources down to the present day, the accompanying "MAP OF THE UNITED STATES, THE BRITISH PROVINCES, MEXICO, &c.," so as to show the routes of the *United States Mail Steam Packets to California*, and to give a plan of the GOLD REGION.

The President's late message, together with official reports, confirm the daily accumulating information of the extraordinary mineral wealth of the CALIFORNIA GOLD REGION, as preceding accounts have instructed the country of its de-

lightful climate, and unrivalled fertility. It is therefore no way surprising that our enterprising people hurry to occupy and enjoy this land of promise.

Necessarily, they seek topographical information, and in a convenient form. Here, as far as possible, the geographical details are laid down as accurately as elaborately; but as it happens that the tide of emigration may require some further note of Routes, Distances, &c., than could be placed intelligibly on this, or any other map, it is here proposed to add, from the most reliable sources, such other facts as may be useful or necessary to a full geographical knowledge of the land and water routes to California.

We embody the President's own words, where, in his message, he says, "the acquisition of California and New Mexico will add more to the strength and wealth of the nation than any which have preceded them since the adoption of the Constitution, and that, great as may be the emigration to this new El Dorado, (California,) the frugal and industrious will be amply repaid for their enterprise and toil." "They need only a state or territorial government for their protection," is the language of the government organ, speaking in the same spirit which

characterises the most enthusiastic accounts which reach us from official, and from private sources, in California. It is also known that the establishment of a Mint, and speedy measures for the organization of government, in California, have been strenuously recommended to Congress by the President, and that various projects of canals, railroad routes, and steamboat lines, claim the attention of Congress, as well as compete with private enterprise. Many of these latter need, perhaps, the test of experience; it remains for the publisher, therefore, to add here such further memoranda of routes and distances, &c., as may assist the emigrant, or add to the useful information on those subjects, now being more and more developed by intelligence from abroad, and by the daily press of this country. It will be seen, from the "Tables of Distances" on the map, that the distance from New-York, via Chagres, and the Isthmus of Panama, to San Francisco, the central and nearest port of the gold region, is 5,308 miles. Other ports and intermediate distances are also detailed in the table. The following is the charge made by steam-vessels via Chagres:

From New-York to Chagres, in saloon...$150
" " " cabin... 120
" Panama to San Francisco, saloon... 250
" " " cabin... 200

For places at a less distance, to the south of San Francisco, on the Californian coast, a proportionate reduction is made.

Some of the sailing vessels bound to Chagres charge from $75 to $50, according to the accommodations and fare on board. Persons going this way can take very little besides their luggage; the heaviest bulk will have to be sent around the Cape.

The following was formerly the charge made by the United States ships, for passage to the several ports on the Pacific, from Panama:

Panama to Realejo, 700 miles, in state rooms,			$64
"	Acapulco, 1,500 miles,	"	125
"	San Blas		
"	Mazatlan	2,000 miles, "	175
"	San Diego, 3,000 miles,	"	225
"	San Francisco, 3,500 miles,	"	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.

The distance from New-York, via Cape Horn, is given as 17,000 miles, and the passage to San Francisco will occupy about five months. The price varies from $300 to $100, according to the accommodations on board the vessels; and here it may be well to add, that

passengers via Chagres are there conveyed up the Chagres river in canoes about forty miles, when they are transferred to the backs of mules and carried twenty miles to Panama, where they take passage to San Francisco in any vessel they can find. Chagres and Panama are proverbially unhealthy localities, yet, as commercial enterprize is sending so many vessels to these points, it is not deemed probable that any great detention will occur at Panama, but it will be seen, that, by the Isthmus route, baggage or merchandize can be carried only in very small bulk. It therefore results that, if the lesser cost, and facility of transportation in bulk, be an off-set to the more protracted voyage around Cape Horn, the latter would be preferable to those with whom time is not money; and this, perhaps, the more, that starting at this season, the voyage thus happens to occupy the period of time when the rainy season sets in in California, and the gold workings must stop.

An overland journey from Vera Cruz to Mazatlan has been suggested as affording quick and economical means of transportation—this, however, is for mere passengers unencumbered with baggage or merchandise in bulk. The passage to Vera Cruz is $80, made in about 18 days, and the whole journey from Vera Cruz,

via the city of Mexico, to Mazatlan, is performed on horseback in about 20 days, at a cost of about $125. When at Mazatlan the traveller is 2000 miles north of Panama, and thence to San Francisco the charge by the Mail Steamers is $75, making the cost by this route to San Francisco $275, and the time occupied about 45 days. A little variation of this route, if it is wished, may strike Acapulco, but with like variation of cost and time.

The principal land routes are marked by the *blue* lines on the Map.

The southern trace being that of General Kearney, makes the distance from Fort Leavenworth, on the Missouri, to San Diego on the Pacific, via Santa Fe, New-Mexico, the Rio Grande and Rio Gila, 1916 miles, the further distance from San Diego to San Francisco 500.

The blue trace from San Francisco to Fort Leavenworth, Missouri, marks the route taken by General Kearney and party on his return in May, June and July, 1847—their progress was laborious and hazardous, yet the party was only 66 days from the settlements of California to Fort Leavenworth, and made not a day's stop—averaging for the last 57 days 31 miles per day: whole distance nearly 2000 miles.

Another route up the valley of the Rio

Grande, and thence to start at Tome, and follow General Kearney's route to San Diego, may afford facilities greater than that of Fremont, through the South Pass, or Kearney, Stockton, &c., further south: yet of all these, it must be remembered, that their speedy and successful execution is mainly dependent upon the season of the year when undertaken.

In fact, the land routes should be undertaken in parties of considerable numbers, prepared to encounter toilsome travel, and some danger from predatory Indians, swollen streams, and snow capped mountains, giving place to arid and uninhabited wastes; until the Sierra Nevada shall have been surmounted, and the descent into the valley of the Sacramento, or of the San Joaquin, shall reward the emigrant with their golden treasure.

As abundantly descriptive of these gold regions, the publisher annexes the following letter, dated Monterey, Aug. 29, 1848, addressed to the Editors of the Philadelphia American, by the Rev. Walter Colton, Chaplain of the United States Navy, who has for some time been filling the office of Alcalde of Monterey.

"*Messrs Editors:*—New and important discoveries are made every day in the gold region. Instead of being confined to one stream, as was

at first supposed, it has already been found on the banks of five, and in many dry ravines, where the water flows only during the rainy season. These streams take their rise in the chain of mountains which runs North and South through California, and the tributaries of the Sacramento. The discoveries extend already 200 miles North and South, and some 70 East and West. The strong probability is, that the entire chain—at least 500 miles of it— is richly impregnated with gold. The ore has been found in the deepest valleys and on the highest hills—at the bottom of meadow streams and on mountain cliffs, where only the eagle has been accustomed to pay his visits. It is inexhaustible. As an evidence of this, one fact will be sufficient. Seven men, with their Indians, working on Feather river, took from a space measuring 200 yards by 20, 275 pounds of gold.

"It is difficult to ascertain with much precision what the gold hunters average a day per man. But I can state this fact. I have met a great many of them, and not with one whose daily average was as low as $20; and some, it is well known, have averaged, for a week or month, over $100 a day, and this without employing any Indians or engaging in traffic. When a man finds he is gathering only his $18 or $20 a

day, he changes his locality and looks up a richer spot. From all the facts I can gather on the subject, I must believe that the white men now at work in the mines average each about $40 a day.

"The gold diggers generally work in small companies of six or eight. They have a tent, provisions, cattle and horses. Each takes his turn in cooking and keeping camp. Four or five are engaged in getting out gold, and one or two in what they call prospecting—that is, hunting for some richer vein or deposite.

"It is impossible to procure labor at any price. The offer of ten dollars a day would not detain any one from the mines. The consequence is, our fields are without farmers, our shops without mechanics, our forts without sailors. The pay of a soldier, exclusive of his provisions and clothes, is about eight dollars a month. One of them got a furlough for twenty days from Col. Mason, went to the mines, spent six days in going and as many in returning, leaving eight for work there, and brought back with him $800, just about what he would make in eight years soldiering it. Is it to be wondered at then that they desert? I doubt if there will be, by the time this letter reaches you, 50 soldiers at all our military posts in California. They will

be in the mines, and if you send the few that remain to bring them back, they will themselves go to digging gold.

"Nor does the Navy fare a whit better.

"There are now about three thousand persons at work in the mines. They average, at the very lowest computation, an ounce per day each man. This makes an aggregate of more than a million a month, and this quantity will be doubled in three months. This gold now goes to Mazatlan, Peru, and Chili, where it is coined, and becomes a part of the currency of those countries. It is lost to us as the metallic basis of our circulating medium."

Extract of an official document received recently.

"Within the past six months, deposits of placer gold have been found at various points throughout a region of country in California, about six hundred miles in extent, which are believed to be equal in richness to any similar ones in the world. All that section of country lying upon the eastern side of the Sacramento river, and drained by its tributaries, from its head waters to its mouth, is known to contain rich deposits of gold. Gold is also known to exist upon some of the tributaries of the San Joaquin river, and in the various localities in the chain of mountains separating the waters of that river from

those which run into the Pacific ocean, as far south as Ciudad de los Angelos.

"At this moment, the largest portion of the people of California are engaged in working these mines. Intelligent men from all parts of the gold regions, state that there are at least three thousand persons, whites and Indians, now employed in collecting the precious metal in California, and the least average amount obtained by each man, taking the year together, will be eight dollars per day."

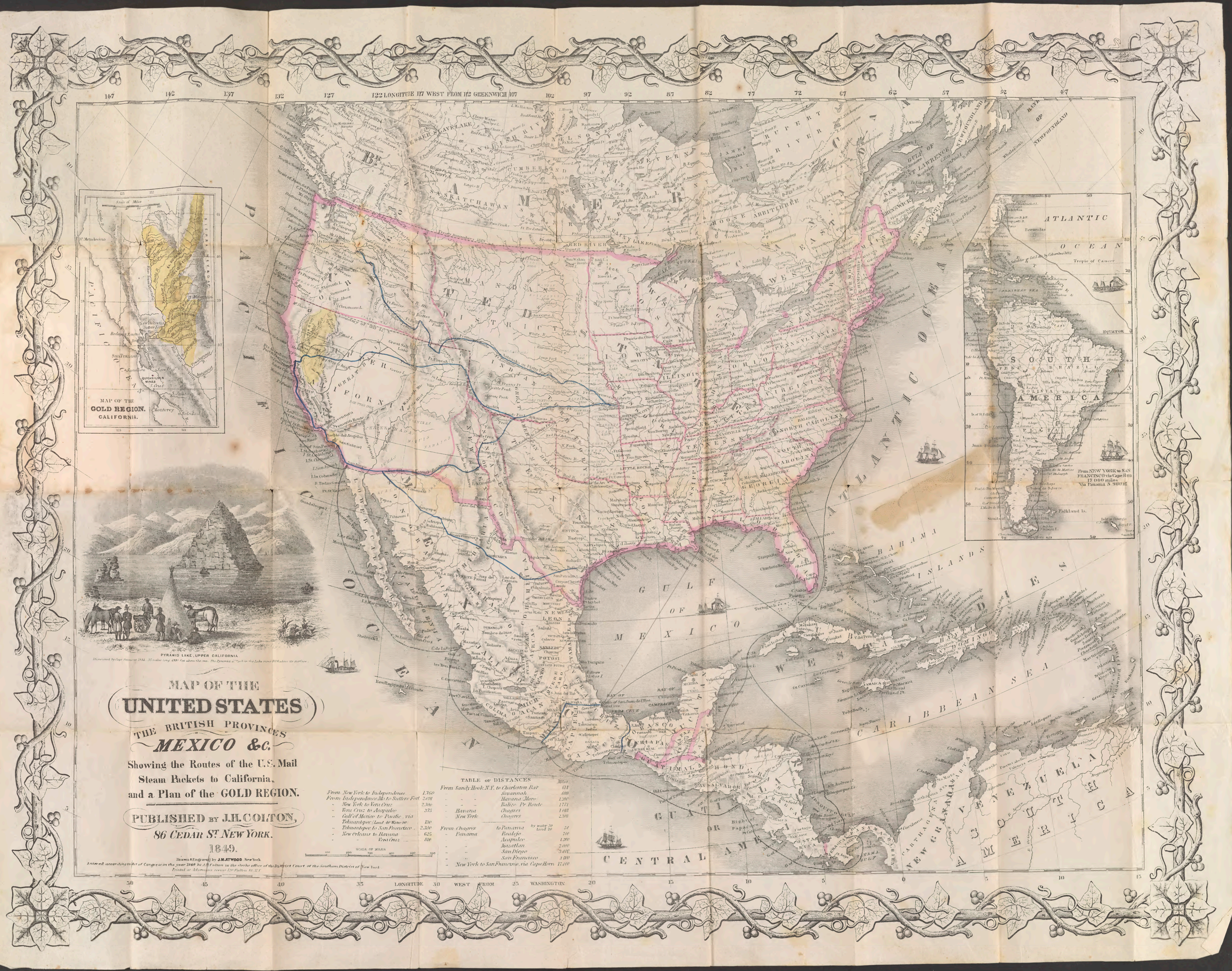
MAP OF THE
UNITED STATES
THE BRITISH PROVINCES
MEXICO &c.
Showing the Routes of the U.S. Mail
Steam Packets to California,
and a Plan of the GOLD REGION.
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TABLE OF DISTANCES
Miles
From New York to Independence 1,760
From Independence Mo. to Sutters Fort 2,091
" New York to Vera Cruz 2,300
" Vera Cruz to Acapulco 375
" Gulf of Mexico to Pacific, via Tehuantepec (Land 40 Water 90) 130
" Tehuantepec to San Francisco 2,300
" New Orleans to Havana 625
" " Vera Cruz 810
From Sandy Hook N.Y. to Charleston Bar 614
" " " Savannah 680
" " " Havana Moro 1,200
" " " Balize Pr. Route 1,771
" Havana Chagres 1,048
" New York Chagres 2,308
From Chagres to Panama by water 30 land 20 50
" Panama Realejo 700
" " Acapulco 1,200
" " Mazatlan 2,000
" " San Diego 3,000
" " San Francisco 3,600
" New York to San Francisco, via Cape Horn 17,000
SCALE OF MILES
100 200 300 400 500 600
PYRAMID LAKE, UPPER CALIFORNIA
Discovered by Capt. Fremont 1844. 35 miles long 4880 feet above the sea. The Pyramid is 1 Pt. below the Lake rises 600 feet above its surface.
MAP OF THE GOLD REGION. CALIFORNIA.
Scale of Miles
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO
CARIBBEAN SEA
BAHAMA ISLANDS
WEST INDIES
GUATIMALA OR CENTRAL AMERICA
VENEZUELA
NEW GRANADA
SOUTH AMERICA
ATLANTIC OCEAN
SOUTH AMERICA
From NEW YORK to SAN FRANCISCO via Cape Horn 17,000 miles Via Panama 5,900 mi.
LONGITUDE 117 WEST FROM 112 GREENWICH 107
LONGITUDE 30 WEST FROM 25 WASHINGTON

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