

THE LONG AGONAL THE TRIP OF... An Experience of Eighty Years of Life

CHAPTER III. Packet and Merchant Ship Service—Steamboating on the North River—Vera Cruz—A Great Display of Fireworks—St. Mark's, Florida—Deserting the Ship—Return to Norwich—Ropewalking—1 a Merry—Wreck of the Atlantic—Sail for the El Dorado.

In 1832 I sailed out of New York on the ship Sampson of the Swallowtail line of London packet ships. In those days, the New York packet ships were the pride of the Atlantic Ocean. They were known as the Swallowtail line to Liverpool, and the Star Line to Havre, France. As there were no ocean steamers then, the sailing ships had the monopoly of the passenger traffic, and even after the establishment of the steamship lines the packet continued to retain a fair share of the business. The day after the death of President Harrison, the steamer Great Western of the packet ship Independence, Captain Nye, sailed out of New York, bound for London. On the thirteenth day of the voyage she was overtaken by the Great Western horse and carriage line, and was ordered to anchor and sent her mails ashore, and the death of President Harrison was announced in London. The horse and carriage line carried by the Great Western was received at the post office. I attended to the mails, and the ship sailed with Captain Nye as master of the Independent. The ship was very different from the one that I had sailed on before. It was a four-masted schooner, and was a very different sort of man from the one that I had sailed on before. It was a four-masted schooner, and was a very different sort of man from the one that I had sailed on before.

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ant life, coming into contact with such interesting people as made the passage through Long Island Sound, but one fine day I received a letter from Mr. Thomas Corwin, secretary of state, informing me of a desirable position in the San Francisco custom house, and the salary thereunto belonging. This could be mine for the asking, and as one month's salary in the Custom House was equal to about six months' compensation for steamboating, 'tis needless to say that I gladly accepted the offer. In November, 1850, sailed out of New York for San Francisco, having charge of Adams & Company's Express, an arrangement which I saved my passage money, which, in those days, was quite a large item for people with limited means. I was introduced to the captain of the steamer Tennessee, on which I was to make passage to San Francisco. When the captain was told that I had been a steamboat man he expressed himself as highly pleased. "For," said he, "I have heard that you are a steamboat man, and you are just the man I want in my place."

Fourth of July. After the table was set, we thought we would celebrate the occasion by going to Barry & Patten's. On the way we bought a beer-steak for breakfast. We did not go back to the apparitor's store, and the table set for three weeks at the table had left it—which was the last of our attempt to economize in living. My first Christmas in San Francisco was celebrated in a very simple manner. I was in New York on November 20, 1850, it was understood that we would arrive in San Francisco on the 25th of December. But of arriving at Panama, we took the steamer Tennessee, by which I saved my passage money, which, in those days, was quite a large item for people with limited means. I was introduced to the captain of the steamer Tennessee, on which I was to make passage to San Francisco. When the captain was told that I had been a steamboat man he expressed himself as highly pleased. "For," said he, "I have heard that you are a steamboat man, and you are just the man I want in my place."

CHAPTER IV. Arrival in San Francisco—Anecdote of Ben Brewster—Rockefeller—The Young Men's Moral Reform Club—Gold Mining—Commodore Perry and the Port of Japan—May and June Fires—My First Christmas and Other Things—Jolly Quartette That Would Economize in Living. Arrived in San Francisco January 8, 1851, landed on Long Wharf and was met by my brother, Rockwell, and my sister, Converse. Ben Brewster, Park Woodward, Henry Potter and several other prominent people whose names I now remember. It was the anniversary of the battle of New Orleans, which in that early day, was duly commemorated. The anniversary would be celebrated on the slightest provocation, and my arrival on that day gave the boys an opportunity of celebrating a jubilee. As a general thing it took three or four days to do justice to the "old" collector King, and during that period of his history, no doubt, the liveliest city on earth. The May and June fires and the Vigilante Committee were not far from the streets, at midnight were as crowded and as full of life as at midday. The custom house was burned in the great May fire, and the vault, containing over a million dollars, was left empty. Collector King, my brother-in-law, was a man of great energy and a Spartan band that safely guarded the place of deposit in the new quarters at the corner of Washington and Montgomery streets. The place of deposit in the new quarters at the corner of Washington and Montgomery streets. The place of deposit in the new quarters at the corner of Washington and Montgomery streets.

Upon being paid off I went to the steamer Rhode Island to take passage for New York, and found that the engineer was an old schoolmate. We were mutually glad of the meeting, and in the course of our conversation he asked if I would like to go steamboat man. I said I would, and it was then and there I engaged myself as a deck hand on the Rhode Island. It was my first term of service that I had the honor of seeing sea on board the first express of Hornden & Company, that sailed for New York. It was my first term of service that I had the honor of seeing sea on board the first express of Hornden & Company, that sailed for New York.

After some two years of steamboating I returned once more to my home, having been absent about four years. I was received with great pleasure, and had there been no other cause for my return, I should have remained at home. I had a young wife, and she was a very good one. I had a young wife, and she was a very good one. I had a young wife, and she was a very good one.

After visiting around for about a week and receiving the congratulations of old and young upon still being in the land of the living, I was just about to start on my second term of service on the Rhode Island, when I was called to my father's bedside. I was called to my father's bedside. I was called to my father's bedside.

I remember having an argument with an old gentleman who had a prominent position in the employ of the company as to the possibility of a steamer being built in the city. I did not think that they would save it as the ground of my opinion, that no engine could be so firmly attached to the hull of a vessel as to stand the strain of the heavy seas she would encounter in crossing the Atlantic ocean. The old gentleman, who was a very good one, was a very good one. The old gentleman, who was a very good one, was a very good one.

I finally tired of life on a packet ship, and concluded to try steamboating. I accepted a position on the Rhode Island, a passenger boat plying between New York and Albany, and a grand old ship she was. It was a grand old ship she was. It was a grand old ship she was.

After my four years of faithful service on the Rhode Island, I was promoted to the position on the steamer Worcester of the Norwich and New York line to the city of New York. I was promoted to the position on the steamer Worcester of the Norwich and New York line to the city of New York.

It was during the exciting times of the early fifties that the young men of the city, bestowing pains and care on the demoralizing effects of mixed drinks, organized a society known as the Young Men's Moral Reform Club. It was during the exciting times of the early fifties that the young men of the city, bestowing pains and care on the demoralizing effects of mixed drinks, organized a society known as the Young Men's Moral Reform Club.

When the Ann Louisa hove in sight the gun brig had just taken in a prize, and came to anchor. The British admiral then signaled the brig to get under way to bring us in. The usual course for vessels to take on entering the harbor of Vera Cruz is to go around the Castle of San Juan de Ulloa, and come down on the inside to the anchorage. The brig, taking it for granted that we would do the same, along very deliberately, to intercept us, but before passing the castle, a pilot boat hailed us and rounding to, told us to follow her in, which we did, and soon were anchored safely under the protection of the guns of the Castle. During the manoeuvre there arrived a twelve-oared barge with several guns mounted on the gunwales, a command in those days. When they saw that we were getting away from them they began firing away with their rifles, and I anxiously got under the mainmast, here the captain, seeing me, said: "You are keeping a bright lookout ahead, sir," said I.

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ceived by return mail a letter from that dear wife informing him that if her ever wanted to see her again he must come home as she would not go to California. He was too loving a husband to ignore the summons, consequently he sold his business and made preparations to return to his home. I, with others of his friends, was at the wharf to say good-by and to see him off. On the wharf was a fruit-stand where Australian apples were being sold. My friend, taking one in his hand, asked the price. "Two bits," said the fruit seller. "Two bits!" ejaculated my friend, and holding up the apple to us, said he: "Only think of it! Two bits for that apple, and I have got to go home and sell better looking apples two for a cent."

The utter disgust with which he expressed himself, and the contrast between his feelings and those of the Australians upon their departure, are my reasons for telling this story. In 1852 an American vessel returned from China, where the Japanese junk with a starting crew which had been blown off the coast some five hundred miles. They were unable to help themselves, and were brought to San Francisco. Upon their arrival Collector King had the crew, eight men and a small boy, placed in the boat, and the cutter Polk, then at anchor in the harbor, while he communicated with the authorities at Washington, relating the circumstances of the case under instructions. In due course of time an answer was received informing the Commodore Perry would call at San Francisco and convey the shipwrecked Japanese to their own country. I was then appointed as a boarding officer, and often during my morning tour of the ships in harbor I saw the Japanese, and their strange manners made their first appearance for the day. Their first act, upon reaching the deck, was to go aft and prostrate themselves before the Commodore Perry, the officer of the deck. This was their form of salutation—knowing that a foreign land and returned. The Japanese language was then an unknown tongue outside of that country, and that Japanese crew knew nothing of our language, but they were not to be their fate. Commodore Perry arrived with his ship and sailed again for Japan with the sea walls aboard. I was on board the Polk when the Japanese ashore with dispatches to the officials informing them of the object of the visit, which was a guarantee for the lives of the shipwrecked crew, and a desire to negotiate a treaty between the United States and Japan. The answer was then that the Commodore Perry was for the ship to leave up her anchor and leave, as the authorities ashore were notified of the object of the visit, which was a guarantee for the lives of the shipwrecked crew, and a desire to negotiate a treaty between the United States and Japan.

When the news of the America's having won the international yacht race in Genoa, there was much enthusiasm. I have always thought, and think yet, that there is not within the United States a more devoted love of country, or who look forward to the future greatness of the Republic with more interest and pride than the people of California, and this feeling shows itself on all occasions. When a clipper ship crosses the equator, the crew, the officers, and the passengers, all join in a song, and the builders who get the credit of the performance, but to the American nation all the praise was awarded. When the news of the America's having won the international yacht race in Genoa, there was much enthusiasm. I have always thought, and think yet, that there is not within the United States a more devoted love of country, or who look forward to the future greatness of the Republic with more interest and pride than the people of California, and this feeling shows itself on all occasions.

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