

#7. Angel Young & Co

1850. San Fr. to Sacramento.

p. 18: Alta Jan'y 7, 1850. We learn ~~that~~ from the Placer Times that Angel Young & Co have purchased the exclusive right to take letters and packages to and from San Francisco on board that prompt boat the "Senator". This is believed to be the earliest instance - where an Exp. Co obtained the exclusive right to carry Exp. matter on the Sacramento boat. p. 19

p. 19 The excl. right of A. Y. to carry Express on the "Senator" ^x seems to have been transferred during 1850 for in the Sacramento City Directory for 1851, published by Horace Culver, Freeman & Co (John M. Freeman) advertises the fact that they are the only firm connect with Adams & Co and that "having secured by contract the sole right of an express on the splendid steamers "Senator" and "New World", we will forward as before between S. Fr and Sacramento. It is also stated that: "We have a xefe on each of the above steamers for security of treasure which is always accompanied by our own messenger" p. 20

x Blanch's Chronicle of the Oublers Vol I p 129 gives a list of steam vessels employed in 1850.

The list commences with "Senator" - tonnage 755

Also p. 127: Closely following her career on the river (McKim) came the Senator, Capt. Lafayette Hayward, of 500 tons, owned and brought out to this coast via Cape Horn by James Cunningham of East Boston, afterwards fallen in law of D.O. Mills. After an eventful voyage, she arrived on the 27th of October 1849. The sluggishness of the McKim caused the Senator to be preferred by passengers. During her first year the Senator's net profit was \$60,000 a month with fare \$30 to Sacramento, \$10 extra for a stateroom, \$40 to \$50 a ton for freight and \$2.00 for a meal. These prices were lowered a year or two later to \$10 passenger to Sacramento and \$8.00 a ton for freight.

p. 134. The NEW WORLD was one of several steamers which like the Hunt, Antelope and SENATOR rounded Cape Horn and plied either ocean or inland waters, but was best adapted to the latter service. The commander of this boat was Captain Hutchings, and she was said to have run away from 84 creditors. However that may be, she had

varied experiences altogether, and has served in a number of companies in California and as far as Puget sound and British Columbia.

p. 134. During Jan'y and Feb'y 1852 the Wilson G. Hunt, Confidence and NEW WORLD were laid up for repairs. At that time the N.W. ran up to Marysville.