

Transportation

8 - 4 - 57

Century- Old Echoes

from The Sentinel
files, 1857

(Being a perusal of The SENTINEL'S columns of ten decades ago—which few current California publications can offer).

Edited by Preston Sawyer

Santa Cruz was still in the throes of excitement, a hundred years ago, over being "joined to San Francisco" with a regular steamer service.

The following appeared in the Sentinel issued Saturday morning, August 1st, 1857:

"STEAMER SANTA CRUZ

"This noble Vessel has commenced making her regular trips between this place, Monterey and San Francisco. She will leave San Francisco at 8 o'clock a.m. on Tuesdays and Fridays—and will arrive in Santa Cruz on the same days—by 2 o'clock p.m., and after discharging freight and passengers, will proceed to Monterey the same evening.

"The next days, Wednesdays and Saturdays, she will return to Santa Cruz where she will receive freight and leave at 9 o'clock p.m. for San Francisco—where she will arrive at 5 o'clock a.m. on Thursdays and Sundays. Passengers can leave this place at nine o'clock on Wednesday evening—take breakfast in the city, have all day to transact business and be at home on Friday, at 2 o'clock p.m.—thus consuming only 32 hours of day time, at a cost of \$16.00 passage there and back.

"The same journey per stage will consume 60 hours working time, and the fare, including road expenses at hotels, will be \$28.00—here then is a saving of \$12.00 in money and 38 hours of business time. Who will not patronize the steamer?

"Mr. Davis procured her to be duly inspected by the proper officers on Monday last in San Francisco—by whom she was unhesitatingly pronounced the best and safest steamer on the Pacific coast. Her boiler was subjected to a hydrostatic pressure of 48 pounds to the inch—which we are told is equal to 60 pounds of steam.

"She is certified by the Inspectors to be entirely safe with 35 pounds of steam to the inch—while on ordinary occasions she will only carry from 15 to 20 pounds, that being sufficient to enable her to run from 10 to 12 miles per hour. Her engineers are perfect gentlemen, of good habits, always at the engine with the steam gauge immediately in front of the eye, by which they note instantly, almost, the least increase or diminution of steam in the boiler.

"Not a more careful commander, or one better acquainted with the coast than Captain Dame can scarcely be found on the Pacific—consequently we have no hesitation in saying that a person is in no more danger on board the Santa Cruz than a bed in his own bedroom. Her enterprising proprietors, Davis & Jordan, have done much for the interest and advancement of our town.

"Their lime kilns have done much for its support. Their wharf has done much for the facilitation of our business, and now by this last enterprise they have brought us within eight hours of the emporium of the Pacific."

The Sentinel writer of that long ago day closed his article, by counseling a hearty response to the new service, reminding the public that every pound of freight and every dollar of passage money possible should be turned the way of Davis & Jordan in appreciation of what they were doing for Santa Cruz.

He concluded, "This vessel and her success is so closely identified with our interests, that we should in a measure regard her