

This file is an excerpt from

*Falkenburg, Donald R., The Falkenburgs, a Colonial American Family,
Willow Glen Publishing, San Jose, 2016.*

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Willow Glen Publishing



California Gold



***California Gold** focuses on two sons of Captain Samuel Falkinburg who set off to seek gold in California—Captain Charles Falkinburg and his brother Nelson Hance Falkinburg. These young men were 23 and 20 years of age when they led the Connecticut Mining and Trading Company on an expedition through the Straits of Magellan to the gold fields of California.*

History: Western Expansion

The Falkinburg family played a role in the western expansion of the United States, which began during the administration of Thomas Jefferson with the purchase of the Louisiana Territory from Napoleon Bonaparte, Emperor of France. There was no precedent for expansion, and in fact some thought that it might be unconstitutional. Jefferson worried about the influence of France, Spain, and the British on the North American continent. The acquisition of the Louisiana Territory assured that the United States would have access to the Port of New Orleans, critical to merchant trade and security.

Westward expansion became the mantra for the young nation. Filled with a passion to spread democratic ideals and the nation's protestant ethic, and fueled by a growing economy and technological innovation, the nation believed in *Manifest Destiny*—the God-given right to extend the country from the Atlantic to the Pacific. This term was first used by journalist, John L. O'Sullivan in July 1845 as he defended the American claim to Texas.

Settlers from the east were moving westward occupying lands with little regard to the fact that the United States had no legal claim on the territory they occupied. There arose a dispute between Americans living in Texas and the Mexican government. This was actually a part of a larger dispute within Mexico over the suspension of the Mexican Constitution by Mexican President General Antonio López de Santa Anna Pérez de Lebrón. This led, in 1836, to a quickly-crafted Declaration of Independence of the Republic of Texas and the short-lived Texas War of Independence. The initial blood bath and defeat in the Battle of the Alamo was reversed by General Sam Houston's defeat of the Mexican Army under Santa Anna at the Battle of San Jacinto.⁵⁻¹ Mexico never recognized the newly minted Republic of Texas, which created an uncertain future until Texas was annexed by the United States in 1845. The broader territorial dispute between Mexico and the United States was not resolved until the Mexican American War (1846 to 1848) ended with the The Treaty of Guadeloupe Hidalgo (February 2, 1848). [5.1]

5-1 *The battle lasted 18 minutes led to the capture of Santa Anna.*

The United States, under the leadership of President James Polk, negotiated the annexation of more than half a million square miles, nearly 50% of the Mexican nation. The settlement included payment of \$15 million to compensate for the seized territory. The settlement finalized the issue of Texas and greatly expanded the United States to include new lands in the American southwest and Alta California, completing the dream of a nation spanning the continent.

About halfway up the Pacific coast from the new border between the United States and Mexico lay Monterey, former capital of the Mexican State of Alta California. About fifty miles north of the capital was an inlet to a fabulous harbor. During the military conflict, John C. Fremont sailed in and out of the bay many times; he called the entryway to the harbor the Golden Gate. Little did he know that this would indeed be the gateway to the gold fields that lay in the foothills of the Sierra Nevada, which would catapult the lazy Yerba Buena (as San Francisco was then called) into the spotlight a few years later. “When the California fighting was over and a treaty was signed, Yerba Buena was renamed San Francisco by its first American alcalde, an officer from the naval ship Portsmouth. The town now had a population of 459, three hundred of the inhabitants American or European, and 157 ramshackle homes, business places, and warehouses.” [5.2]

Gold was discovered just about a week earlier (January 23, 1848) in the mill-race of a sawmill owned by John Augustus Sutter, a Swiss émigré. This would transform San Francisco and the State of California into the gem of the United States. It also played a significant role in attracting two brothers Charles A. and Nelson H., sons of Captain Samuel Falkinburg, to set their eyes on the Golden State. One of the brothers would die in 1856 and be buried overlooking the Golden Gate, while the other would live in the San Francisco Bay area into the twentieth century earning distinction as a Master Mariner.

As this chapter in Falkinburg history begins, the United States has grown from its original thirteen colonies to thirty-one states. Settlers who moved into the Ohio Valley have gained statehood. Other territories in the Great Lakes basin and along the Spanish Gulf coast (ceded during the War of 1812), along with a few states carved out of the newly acquired Louisiana Territory have been admitted as states of the growing nation. The Republic of Texas entered the Union in 1845 and fi-

nally after gold was discovered, the new state of California realized the goal of a nation spanning the continent from the Atlantic to the Pacific. The map and table below show the country as known by the Falkinburg brothers Charles and Nelson as they set sail on an adventure to the gold fields of California.



The States of the Union by 1850

The original 13 colonies (bold) joined as they ratified the Constitution. Delaware was first to do so and Rhode Island was the last

1787	Delaware, Pennsylvania, New Jersey
1788	Georgia, Connecticut, Massachusetts, Maryland, South Carolina, New Hampshire, Virginia, New York
1789-90	North Carolina, Rhode Island
1791-95	Vermont, Kentucky
1796-1800	Tennessee
1801-10	Ohio
1811-20	Louisiana, Indiana, Mississippi, Illinois, Alabama, Maine
1821-30	Missouri
1831-40	Arkansas, Michigan
1841-50	Florida, Texas, Iowa, Wisconsin, California, Michigan, Florida, Texas

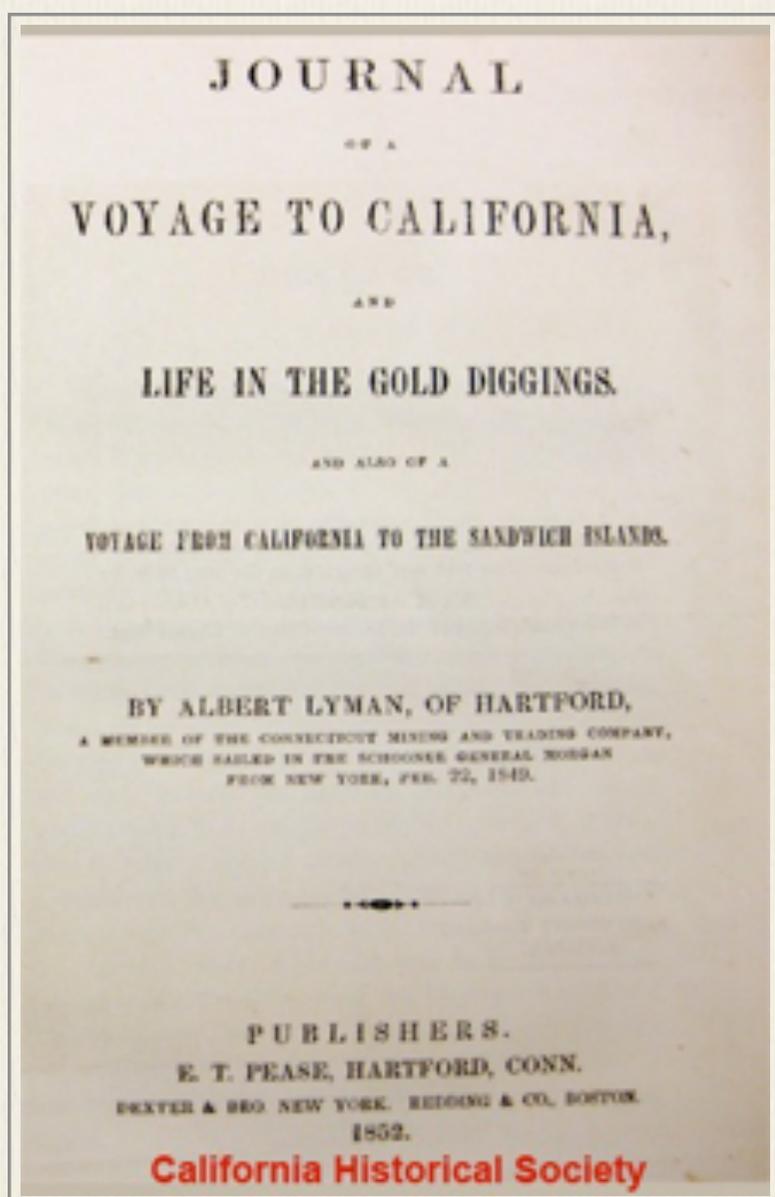
Charles and Nelson Falkinburg Set Sail for California

The voyage of the Falkinburg brothers, Captain Charles A. and Nelson H. Falkinburg, is chronicled in *A Journal of a Voyage to California* [5.3] by Albert Lyman, a member of the Connecticut Mining and Trading Company, which in 1849 left New York to seek adventure in the newly discovered gold fields of California. Twenty-three year old Charles Falkinburg was captain of the Schooner General Morgan which sailed south through the Straits of Magellan at the tip of South America to reach the bustling port of San Francisco. Nelson, the younger brother, was 20 years-old and served as second mate as the voyage began.

It is most likely that Charles and Nelson sailed with their father Captain Samuel Falkinburg since they were in their early teens. It was not uncommon in seafaring families for the younger sons to begin as deck boys and learn the ropes at an early age. Young though he was, this was certainly not the beginning of Charles'

career as captain. It is likely that he worked the coastal merchant route as did his father. What is astounding to me is the fact that at the age of twenty-three Charles would have the experience, and the ability to gain the confidence of the CMTC to become Captain of the General Morgan on its epic five and one-half month voyage from New York to San Francisco and the gold fields.

The CMTC was a relatively small group of twenty-five from all walks of life. The schooner also carried nine crew and two passengers. The members were from a variety of professions including: sail maker, silversmith, clerk, brass-worker, farmer, mariner, physician, manufacturer, merchant, dyer, tailor, machinist, and bank





*Woodcut of the Schooner General Morgan. The inscription at the bottom reads:
Schooner General Morgan at anchor under the lee of Cape Froward.*

clerk. Captain Falkinburg was a member of the company. The president of the Organization was Henry Kellogg, a manufacturer from Hartford, Connecticut. Edwin R. Hanks is often referred to as Commodore, and at times Captain (although he was a farmer, not a mariner, and he was not shipmaster of the General Morgan). It is likely that Hanks was the *Chief Operating Officer* of the organization, while Kellogg was the CEO and financial manager. It is Hanks who speaks at the docks when the General Morgan is about to set to sea.

“New York, February 22, 1849. At twenty minutes before two o'clock, PM. the schooner cleared from the dock, at the foot of Vesey Street, amid the hearty cheers of friends and spectators, which were answered from on board by our whole company, and by several salutes from our cannon. This was an intensely exciting and interesting occasion for us all, or that every heart and pulse throbbed with the deepest emotions. We leave home and friends on a long and adventurous expedition. How long before we shall return, or who among our now hopeful and happy band will be numbered with the dead before that time arrives, is known only to Him who holds all destinies in His hands.” [5.4]

The Falkinburg brothers departed New York from the foot of Vesey Street at the Hudson River docks in lower Manhattan. This area is near what is now the Fi-

nancial Center of New York bordering the former World Trade Center. Leaving New York in February meant that the mariners had to deal with the wintery seas of the North Atlantic upon departure and potentially, depending upon the timeline of their journey, enter the Antarctic region as fall was waning. They, therefore, put themselves in jeopardy of dealing with winter two times! On January 24, 1849 as final plans were being set for the voyage, the Brooklyn Eagle [5.5] described the newly formed Connecticut Mining and Trading Company.

*“**For California**—A California company has been formed at Hartford Ct... It is a joint stock co. organized under the laws of Connecticut, and bears the name of the “Connecticut Mining and Trading company.” It consists of 25 members who have each put in \$1000. They have purchased the schooner General Morgan, and she is now fitting out in New York for the voyage. She is to be provided with every necessary of food and clothing for an absence of two years and it is hoped will return with a valuable cargo... They will take with them, in addition to their ship stores, merchandise for traffic, and all the modern improvements in mining machinery, to operate within the bowels of the earth, should the superficial diggings be exhausted before they get there. The company will sail on the 1st proximo, and they confidently expect to make the voyage via Cape Horn, in four months.”*

The General Morgan was a 138 ton two-masted centerboard schooner built at Washington, New Jersey in 1847 and enrolled at the port of New York on 13 December 1847 [5.6]. She was 84 feet in length, her beam was 25 feet, and she had a draft of 9 feet. She was made of oak and had copper and iron fastenings. [5.7] The design of this coasting schooner gave the General Morgan an ability to sail in close proximity to the shore—an advantage to her later navigation in the narrow Straits of Magellan.

Washington Township is near the Tuckerton, home of Charles and Nelson Falkenburg. In a *History of Burlington County, New Jersey* (originally published in 1883) author E. M. Woodward describes the industries of Washington Township near the New Jersey seacoast.

“Ship-building has become one of the chief industries of Washington Township within the past few years. Sloops, brigs, yachts, and other sea-going vessels are yearly constructed at Green Bank by Messrs. Vansant & Co. These men have established a reputation among

seafaring men unexcelled by any ship-builders along the southern coast of New Jersey. Their vessels are seen in almost every part of the sea-board of the United States.” [5.8]

Another piece of evidence supports the hypothesis that the General Morgan was built by the Vansants. There were several marriages linking the Falkinburg and the Vasant ⁵⁻² families. We also read in Lyman’s Journal that as the General Morgan passed through the Straits of Magellan, she met several other vessels. One of them is the Schooner James R. Whiting. *“The James R. Whiting left New York February 3d, and has made no port until she arrived in the Straits... She is a fine schooner, a little longer than ours, but resembling her very closely, and built by the same man. Her captain is also an old acquaintance and friend of Captain Falkenberg.”* ⁵⁻³ [5.9] These facts strongly support my belief that the General Morgan was built by Messrs. Vasant & Co. of Greenbank, Washington Township, New Jersey.

New York to Rio de Janeiro

Each day Lyman recorded the coordinates of the General Morgan as it slowly made progress toward toward its destination—the gold fields of California. Most think that the logical route to the tip of South America would be to head south. Looking at a globe, however, reveals that Brazil juts far east of New York. The first stop on the trip would be Rio de Janeiro. The difference in longitude between Rio and New York is about 50°. Measured at the equator, this represents about 3500 miles. It is easy to forget in this day of global positioning satellite technology, that at the beginning of the nineteenth century, it was difficult for mariners to determine their position on the seas. While determining latitude was relatively easy, establishing longitude was hampered until the marine chronometer was developed and came into use in about 1825. [5.10] The General Morgan was equipped with the latest technology to determine global coordinates.

5-2 *Vasant and van Sant are two spellings used in this family.*

5-3 *Throughout his diary, Lyman spells Falkinburg as Falkenberg. In this and the next generation, the spelling of the family name in this branch of the Falkenbergs changes from Falkinburg to Falkenberg. In this chapter of the story, you will find both spellings commonly used.*



Route of the General Morgan from New York to Rio de Janeiro

Captain Falkinburg set the course of the General Morgan crossing the Atlantic Ocean in order to catch the tropical trades off the African coast and head to Rio. This would be the first stop of the little crew; a place to firmly plant their legs on the land, taste civilization, and to replenish stores for the next segment of the journey.

Phyllis Kihn in an article in the Connecticut Historical Society Bulletin reports that before departing from New York, Charles Falkinburg was interviewed by a reporter.

"... Captain Falkenberg had not yet made up his mind whether to go through the Straits of Magellan or around Cape Horn, stating that it would depend entirely upon the kind of weather he had at sea. Either way of reaching the Pacific was arduous, and even dangerous.

The Straits are notorious as a treacherous body of-water. They are narrow, subject to strong currents, and sudden storms and snow squalls. There are ever-present head winds in the Straits, and only a few places for a satisfactory anchorage. Further south, around the Horn, there is an Antarctic cold and heavy gales from the west, and the object of all vessels using this route is to get sufficient southing off the coast to beat around the Horn despite the violent winds. The General Morgan had at least one advantage for the Straits of Magellan route. She was a centerboard, or coastal schooner, and could hug the shore when necessary... cutting the trip to California by some 600 miles." [5.11]

Most of the CMTC crew were novices as seamen. The General Morgan encountered rough seas for the first two weeks of the journey. Again and again Lyman writes in his diary that nearly everyone was seasick.

"Spent a very disagreeable night on account of seasickness. Weather cloudy, wind E.N.E., sea rugged and cabin wet and uncomfortable. Could get but little to eat, and no appetite for even that. The seasickness is surely one of the most disagreeable sensations that man can be afflicted with, rendering him indifferent to all that is passing around him." [5.12]

Meeting a ship on the high seas was an occasion for celebration by the Company. It was, however, much more than an event that broke the isolation. In a day before radio communications, speaking to a passing ship was a way in which information could be relayed regarding the position, and condition of voyagers. If you look at major newspapers during this period, you will find records of ships speaking; families and friends could, in this way, gain some indication of the progress of their loved ones. Lyman describes speaking to the ship Francis, of Marblehead. [5.13]

"Sail ho!"

"Where away?"

"On the lee beam, a ship, standing on the same tack as ourselves. We kept away for her, shook out our reefs and set the flying jib. We soon neared her, passed under her lee quarter, when she backed her topsails and her captain hailed us through his speaking trumpet."

“Schooner ahoy.”

“Hallo.”

“What schooner is that?”

“The General Morgan. from New York, bound to California.

“What ship is that?”

“The Francis, from Oporto, bound to Havana.”

“What weather have you had?”

“Very good until the last few days.”

“How long have you been out?”

“Seventeen days from Oporto. How long since you left New York, “and what weather?”

“We are eighteen days from New York, and have had very heavy weather.

What is your longitude?”

“42°18’. What is yours?”

“42°6’.”

“Are you bound through the Straits, or round the Horn?”

“Through the Straits.”

“I will report you when I get in. I wish you good luck and plenty of gold.

The passengers and crew of the General Morgan acclimated to their life on board the small schooner. Rough seas often brought soaking water in the cabin area. Although there was not much room to accommodate the thirty plus men on the schooner, they all seemed to get along reasonably well. If weather permitted, the crew assembled under the mainsail for morning services on Sundays. As the General Morgan entered the tropics, winter cold turned to hot humid days, and the the crew had to wait out periods in which the vessel was becalmed. The CMTC took time to debate and hold a mock election for the upcoming gubernatorial race in Connecticut, and a committee was formed to *“wait upon his Excellency and inform him of his election”*. They passed time by singing songs and formed a little

band (fife, drum, and fiddle) to play some of their favorites: Oh Susanna, Yankee Doodle, among them.

When I began reading the diary, I hoped to read more about Charles and Nelson Falkenburg, but for the most part Lyman described the weather, the activity of the seamen, the wildlife, etc. In a rare entry, he does give us a little insight into the individuals who were the Connecticut Mining and Trading Company. Lyman writes: *"Our company do not devote very nice attention to their personal appearance on board, and I wish I could just make a picture of the group, showing their various costumes as they now appear."* He describes the eccentric behavior of some of his comrades. Of Captain Falkenburg he writes: *"[he] has nothing very peculiar about his dress or personal appearance, but is a pretty good looking man."* [5.14]

Without fanfare, the General Morgan crossed the equator on 30 MAR. As she entered the Southern Hemisphere, she picked up good trade winds and headed S.S.W. toward Rio. Fine weather and good wind assisted the General Morgan in the westbound crossing of the Atlantic. The crew and members of the CMTC worked together to give the General Morgan a new coat of paint—black with one red stripe.

On 9 APR the cry *"Land Ho"* was joyfully received by all. In Lyman's words *"It is now forty-five days since we lost sight of the 'Highlands of Neversink' 5-4 and before another night we hope to be safely at anchor in the noble bay of Rio de Janeiro."* [5.15] The Company remained in Rio for one week. It was a well deserved respite from the rigors of the sea journey passed, and those to come. Lyman describes his shore leave as a tourist in this bustling city. He is particularly impressed with the ornate architecture, fountains, and gardens. He does comment on the squalor he sees in the streets, and appears to be disturbed at viewing this culture which is so strongly structured on the use of slave labor.

On 15 APR Lyman tells us that there has been trouble brewing between Captain Falkenburg and First Mate David Ramsay. It is likely that there has been a

5-4 *Navesink Highlands, New Jersey was called Neversink by the sailors of outgoing craft, from the circumstance of their being the highest seashore elevations. They remain above the horizon of their vision a long time after the other shores have disappeared, hence the query, "Will it never sink?" and the consequent appellation.*

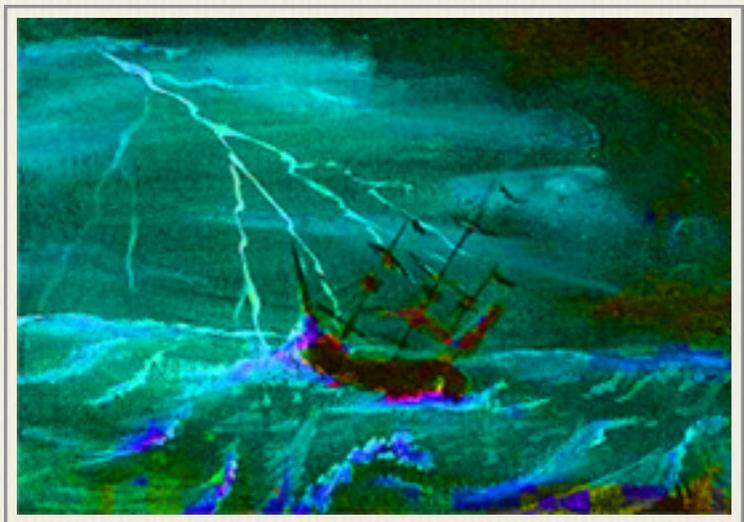
problem between the two for much of the trip, and something happened while in port that brought the wrath of the Captain, for he relieved Ramsay of his duties and put him ‘off-ship’. Charles then appointed Nelson Falkinburg who had been serving as Second Mate to the position of First Mate, and Jason Burr (who was a whaler and sea captain) as Second Mate. Having accomplished these crew changes, the Captain was set to disembark on the second leg of the journey to California.

Rio to the Straits of Magellan

After departing Rio, the Company was again plagued by bad weather. On 26 APR Lyman writes:

*“[T]he weather has been very fine until last night. We were requested last evening by Capt. Falkenberg, to be ready for a call on deck during the night, to take in sail, and at about twelve o’clock a loud call of ‘**all hands on deck**’, gave us to understand that trouble was brewing...[the wind] was blowing heavy and dead ahead. We soon go under quite snug sail, showing only a double reefed mainsail and jib, but even under this snug canvas, the schooner lay over nearly on her beam ends, such was the force of the wind.*

The scene was truly wild and fearful. The lightning flashed in an almost perpetual glare, leaving short and fitful intervals of pitchy darkness, the sea foaming and apparently commingling with the clouds in wild confusion and the rain at times pouring in torrents. Towards morning, a “corpo santa” or “fire ball” was seen on the main truck. This is a strange light, resembling fire, which is sometimes seen attached to the spars or rigging of vessels at sea, in bad weather, and its appearance is generally regarded by seamen as an evil omen.... It was quite brilliant when first seen, appearing like a bright lantern hung up there, but after a few minutes it grew fainter, ...then appearing only at intervals, and at length disappearing altogether”. [5.16]



The gale abated on 1 MAY. At this time the General Morgan was about half-way between Rio and the Straits of Magellan. They were about 220 nautical miles off the coast of South America, just beyond the continental shelf. The schooner headed toward the coast and on 7 MAY Captain Falkinburg went aloft and sighted land; the General Morgan was approaching the coast of Patagonia—the Valdes Peninsula. For the remainder of the trip to the Straits, the schooner would remain near shore. On 11 MAY Captain Falkinburg brought the vessel into a small harbor, where they would take on fresh water and forage for food, before making the final approach to the straits. Lyman describes the area as bare and sterile. Here they saw for the first time abundant guanacos, a type of llama, and ostriches. A hunting party was sent out and they bagged this wild game for a sumptuous feast. They also brought back ducks, other water-fowl, and giant rabbits for their larder. Most interesting, was the discovery of an old sea chest containing well preserved articles of clothing, letters, and papers, which belonged to David Brown, an Englishman, and mate of the barque Prima Donna. After reading letters from the family of David Brown to this ill-fated seaman, Lyman composes the following eulogy [5.17]:

Peace to thy bones, good mariners!

No marble marks the place of thy repose.

*The “Kelpy Queen” and her kindred spirits have robed thee in thy winding sheets,
and woven a wreath of coral around thy brows.*

Before entering the Straits of Magellan, Captain Falkinburg makes one last stop where they would meet a small community of European pioneers near the harbor of Santa Cruz.

The Straits of Magellan

The General Morgan approached the northeast entrance to the Straits of Magellan. The chart [5.18] shown on the next page is an early navigation map of this region. The ship had been making good time with a wind from the N.N.E., but at eleven o'clock on 16 MAY, the wind shifted 180°. Captain Falkinburg battled head winds from late afternoon until midnight to bring the schooner into the lee of

Cape Virgin. Finding safe entry into the Straits was not an easy task for ships under sail in the mid-nineteenth century.



Entrance to the Straits of Magellan

May 17 "At four o'clock this afternoon [we] made Cape Virgin, the north entrance to Magellan's Straits, just on our weather bow.⁵⁻⁵ The wind blew a gale, but we carried on sail in order to get under the lee of the Cape for an anchorage, which we finally accomplished about twelve o'clock at night. Our little schooner has nobly exhibited her good qualities today in beating up to this anchorage, against a gale of wind. Very few vessels would have done it. We anchored with Cape Virgin bearing south, about six miles distant." [5.19]

The entrance to the Straits is a broad bay that opens to the ocean. It is about 18 nautical miles across the bay from Cape Virgin to the northern shore of Tierra del Fuego. Entering the Straits was by no means an easy task, and many mariners reportedly missed the entrance. If the winds and tides were not advantageous, these ships never had the opportunity to follow the Straits to the Pacific; they

5-5 *The weather bow is the area most vulnerable to the wet sea spray and the unpleasant aspects of the boat's movement and pitch.*

would have to double Cape Horn, at the tip of the continent—a route which could be even more treacherous than navigating the Straits.

As Captain Falkenburg approached the Straits, he was sailing into gale-force winds. It took two days of hard work for the crew to bring the vessel the thirty-five miles from Cape Virgin to the protected waters of Possession Bay. Anchoring at this location gave the crew an opportunity to prepare to navigate the first of two narrow channels.

May 18 “[The] gale from the S.W. continues. Got under weigh this morning and stood in nearer to shore, coming to, again with our bower anchor in about ten fathoms water. The weather is getting to be uncomfortably cold... May 19. ...after doubling the cape, our course lay nearly in the direction of the wind and we made slow progress. The coast of Terra del Fuego was seen off our lee beam, and at dusk we passed Cape Possession, and came to anchor in Possession Bay soon after. Cloudy all day, with some rain,... thermometer at 41° above zero”. [5.19]

The next day would be critical to the progress of the voyage. The captain and crew got started before daylight. There was a light breeze out of the N.W., but critical to the task at hand, the tidal flow was strong in their favor and helped sweep the General Morgan through the first narrows. After passing the narrows, the wind shifted to the S.W. but the tide shifted as well. The General Morgan came to anchor in seven fathoms of water near the north shore.

May 20... “The wind increased, heaving up so much sea, that the schooner surged heavily, dragging her bower anchor, and we had to let go another anchor...At about sundown the tide turned in our favor, and we quit our unsafe anchorage as soon as possible, We found heaving up our anchors in a gale of wind and heavy sea, to be no boy’s play, but our windlass is worked by brakes somewhat similar to the working of a fire-engine...” [5.20]

On May 21st, The General Morgan took refuge under the lee of Cape Gregory in a small bay between the first and second narrows called St. Jago. It would not be possible to enter the second narrows, as both the wind and the tide were against them. A large contingent from the General Morgan decided to go ashore, explore the environment, and perhaps bag some game for dinner. Lyman describes his adventure.



The Straits: Becket's Harbor to Cape Froward

ing us, we dressed him and took his quarters along with us. As soon as we retired from the spot, a large number of species of buzzard which had been gathering round, at once made a descent and devoured the offal which had been left.

Our duck shooting party had been rather successful, bringing in about twenty fine ducks which they had shot. We returned on board about dusk, very tired and hungry, and made a supper of ducks, which from the state of our appetites, was very fairly appreciated.”

May 21 *“I rambled away back up the sides of a snow-covered mountain where immense droves of guanacos were seen traveling near the foot of the mountain in long lines. Some of them came very near to me, but as I had lost my ramrod in crossing a quagmire, I had no means of loading my rifle.*

It was impossible to count them, but I judged that there were more than five hundred of these animals in one drove, and multitudes of others were seen at a distance. They appear to follow beaten paths when traveling, and these paths are found all over the country in every direction. It was a fine sight to see them moving along in a line of more than a mile in extent, in an easy and graceful sort of canter, uttering sounds much resembling the neighing of horses.

On returning I fell in with Mr. Kellogg, who had shot a very large guanaco and others of our party soon join-

On May 22, the General Morgan got under way at eight o'clock in the morning and passed the second narrows. The second narrows is a little wider and shorter than the first.

May 22 *“passed the second narrows, and entered Bechet’s harbor where we met the ebb tide, but the wind being fresh and fair, we made good progress, the capes and headlands seemingly passing by us on either side like a moving panorama. The land rises higher as we go west, and the country is better wooded. Passed through the Royal Roads, between Cape Porpoise and Elizabeth Island; then soon passed Cape Negro after which the straits become broader. Further along was Cape Monmouth, and a number of other capes and islands were passed today. The shores of the straits are very irregular, and there are many islands, which are generally high and rocky... Far to the north lay a high range of mountains, which must have been very lofty; and their tops, covered with snow of the most pure and unbroken white, presented a singular appearance... Arrived a Port Famine at five o’clock and came to anchor, having made a run of eighty miles in less than nine hours, against a head tide most of the distance. We are now 140 miles from Cape Virgin.” [5.21]*

Captain Falkenburg and his crew brought the General Morgan to anchor at Cape Famine. This was the first settlement encountered since leaving the Atlantic Coast community of Santa Cruz. The name Cape Famine derives from an early sixteenth century Spanish settlement established to control the Straits of Magellan. The small colony was so isolated that eventually all perished of starvation. In 1843 the Chilean government built a settlement at Punta Arenas to assert territorial control over the region. This is the community of Chileans Lyman describes in his narrative.

“At this place is a settlement of Chileans, about 350 in number. The settlement made a very pretty appearance as we came into the harbor, but some of our men who went ashore, describe the place as being very filthy and forbidding. It stands on a point called Santa Anna. Most vessels bound through the Straits stop here.” [5.22]

At Cape Famine the crew of the General Morgan was excited to meet two other vessels from the east coast of the United States en route to the California gold fields.

"We found at Cape Famine, the brig Emily Bourne, of New Bedford, Capt. Potter, 101 days out, and the schooner Pomona, of New Bedford, 103 days out, both bound for California. The captains of both vessels, with several of their crews, came on board of us and spent the evening.. In the evening a party from the Emily Bourne visited us, and we had a sociable, pleasant time again." [5.22]

Since passing the second narrows, the schooner has been heading south, as this is the direction of the channel at this point within the Straits. On May 23, the General Morgan passed Cape Froward, the southern most point of Chile, and after doubling this cape, began the northward trek. Lyman describes the geography of this part of the Straits of Magellan.

May 23 *"Cape Froward is a very high promontory, rising some 2,500 feet above us. We are surrounded on both sides with high, snow-clad mountains, and the scenery though dreary, is grand and imposing. The wind failed us entirely before we got around the cape, and all three of our vessels came to anchor in a snug little harbor, set in among the hills near the point of the cape, our vessel lying directly between the brig and schooner.... The mountain sides come down boldly to the shore, and are covered near their base with evergreens and trees of various kinds, but like none which I have ever before seen. Near us, a cascade of fine water comes pouring down, from which we filled some of our water casks."* [5.23]

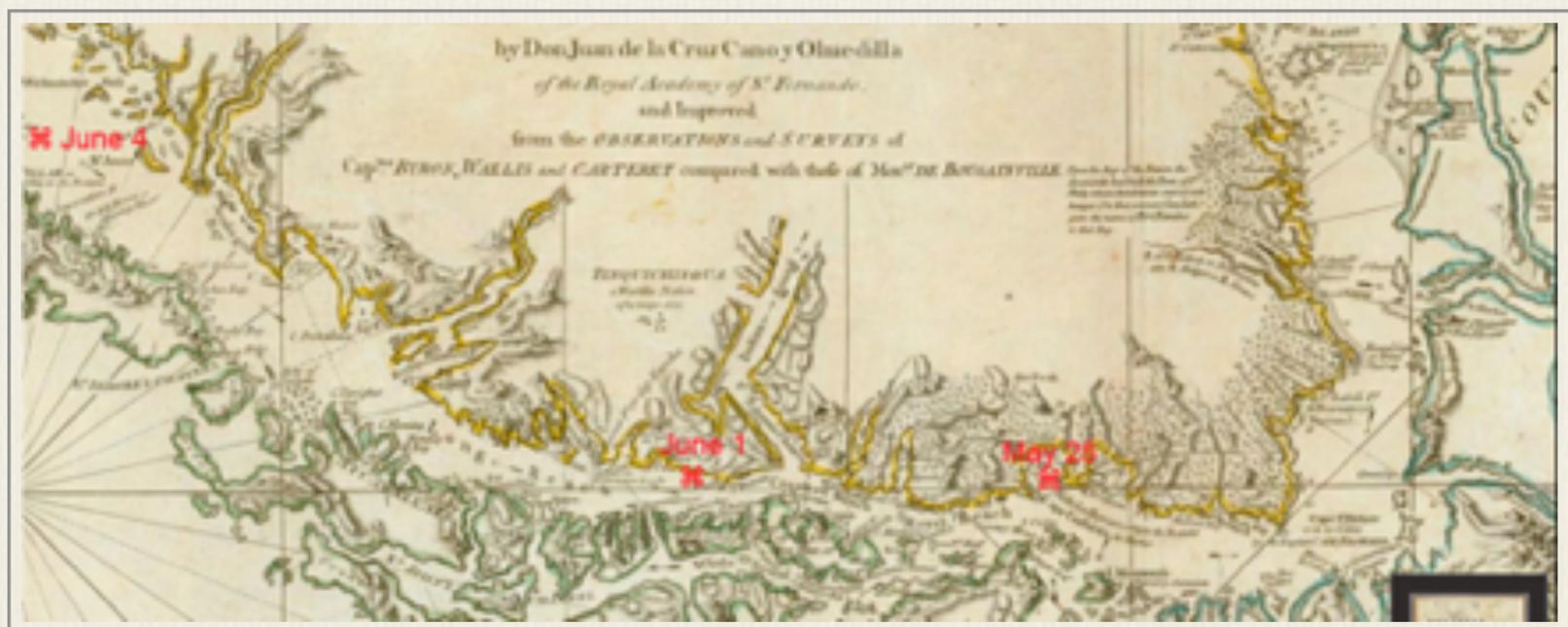
Since meeting the brig Emily Bourne and the schooner Pomona, the three California-bound vessels formed a small flotilla.

May 24 *"In the evening a party from the Emily Bourne visited us, and we had a sociable, pleasant time again. The mountains all around us are high, and our harbor has a very romantic and primitive appearance. The highest mountains to be seen in passing these straits, however, are on Tierra del Fuego, several miles to the southward of us, and which were found by measurement to be 6,800 feet high. As we proceed westward, the aspect of the country becomes more rugged. A smoke was seen to-day upon the south shore, proceeding probably from an Indian encampment."* [5.24]

On May 25th the three ships made slow progress as they were fighting an unfavorable tide. Upon arriving at Fortesque Bay, Captain Falkenburg was surprised to find two more vessels at anchor.

“On seeing us [the schooners] immediately hoisted the stars and stripes. The General Morgan, Emily Bourne, and Pomona, at once returned the compliment, and there, in these desolate Straits of Magellan, were five star-spangled banners fluttering in the breeze, within sight of each other. The sight was exceedingly pleasant and gratifying.” [5.24]

The two schooners were the James R. Whiting, of New York, and the Gazelle, of New Bedford. The small fleet of ships is now expanded to five. Lyman writes “Probably so many vessels were never before anchored together in any part of these straits”. Even more interesting, Captain Falkinburg is a friend of the Captain of the Whiting, and the Whiting and General Morgan are sister ships crafted by the same shipbuilder.



The Straits: Royal Reach to Long Reach

“She is a fine schooner, a little longer than ours, but resembling her very closely, and built by the same man. Her captain is also an old acquaintance and friend of Captain Falkenberg, and altogether the meeting of these two vessels here was quite a subject of mutual congratulation.” [5.25]

The James R. Whiting has been at anchor at this point for twelve days. Unlike the General Morgan, the Whiting made no stops on her way to the Straits. She has made two unsuccessful attempts to navigate the English Straits ahead, but had to return on both occasions.

The little flotilla of ships was in the final section of the Straits of Magellan and would soon find release into the Pacific Ocean. Captain Falkinburg had to negotiate Royal Reach, Crooked Reach, and Long Reach, traveling about 140 nauti-

cal miles before leaving the Straits and entering the Pacific. At 6:00 AM on June 1st, the little fleet got under weigh with the General Morgan taking the lead. The crew would be plagued by rain, snow and sleet as they fought gail force winds. With the winter solstice approaching on 21 JUN, Captain Falkinburg was anxious to begin the trek north to their destination of San Francisco.

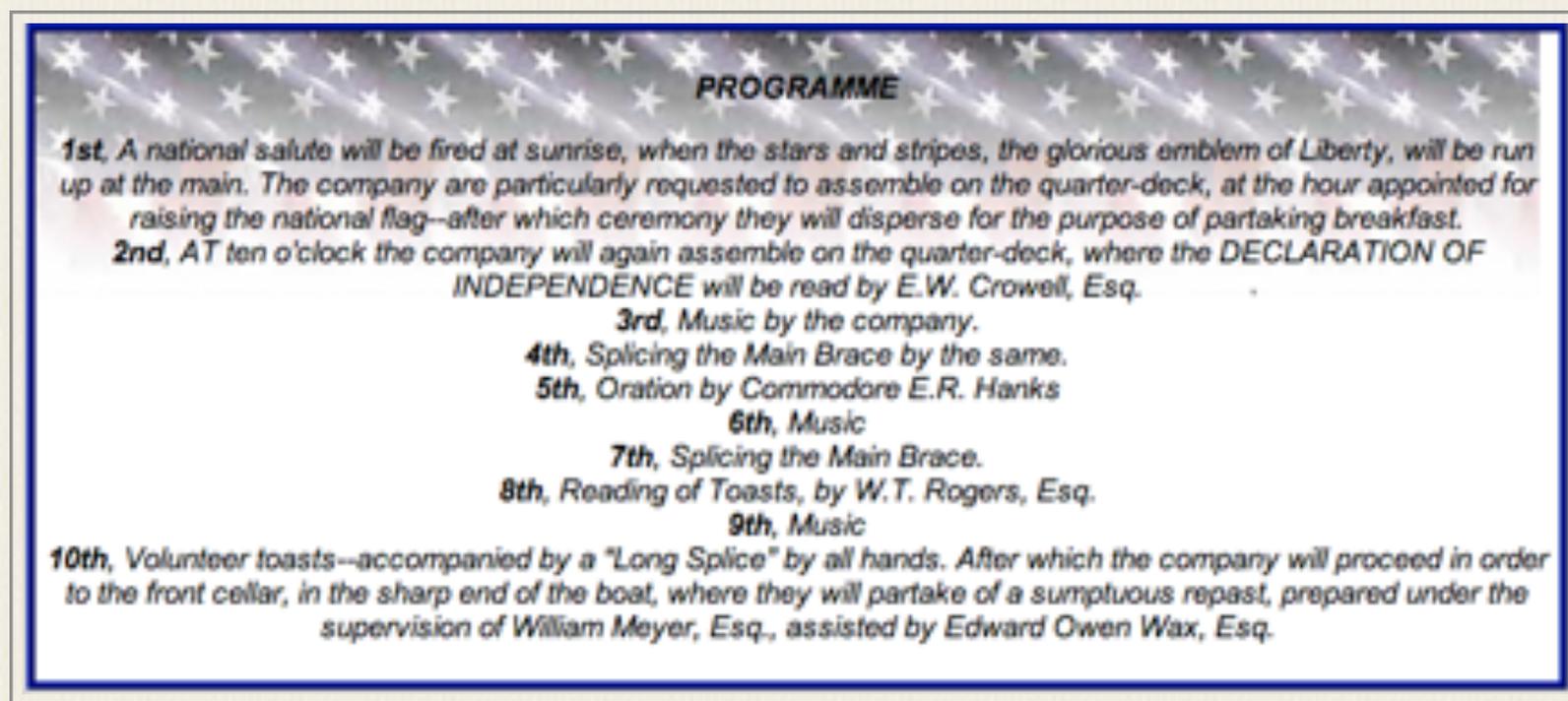
May 30 *“We hove short our anchor this morning early, but a dense snow-storm came over, and we held on until eight o’clock, when the whole fleet got under weigh, our schooner taking the lead. The wind was variable, and at times the snow fell thicker and faster than I ever before saw it. Just after noon we met the flood tide very strong against us, which set here nine hours again, with only three hours ebb in our favor. Our schooner and the J.R. Whiting kept on, making several tacks, but losing ground, when we both bore up and run into a little bay where the other three vessels had already anchored some time previously. Our fleet was again anchored so close together that we were at times nearly in contact.” [5.26]*

On May 31, the General Morgan and the Whiting entered Crooked Reach. The tide was running strongly against them, and the vessels lost ground and found shelter in a small harbor on the south shore of the Straits. On June 1, the three vessels from New Bedford got under weigh at 6:00 AM and made it to Langara Bay near the entrance to Long Reach by noon. Here the company went ashore once again to forage for food. They filled their water barrels, and came back with two large barrels of mussels and a number of ducks. Progress through this final leg of the Straits was slow, but Captain Falkinburg and the crew of the General Morgan made deliberate headway, battling wind and tide. On June 4 the General Morgan passed Cape Pillar at the western extremity of the Straits of Magellan. The General Morgan passed into the Pacific Ocean that night.

“We passed the Cape at nine o’clock, leaving the rugged and bleak and barren rocks of the Straits, to traverse the vast expanse of the waters before us, and our little schooner gambols and prances over the waves as if conscious, and joyous at her escape from the confined limits which have restrained her free course for the last fortnight. God grant us a speedy passage to our destined port.” [5.27]

On to San Francisco

The General Morgan headed N.N.W. The weather improved, and for the most part there were good winds. The Company observed Independence Day with a gala celebration. The committee of Arrangements prepared a program⁵⁻⁶ of celebration [5.28].



Program for the Celebration of the Fourth of July aboard the General Morgan

Assisted by strong trade winds, the little schooner made solid progress on its northward trek. At about 4 A.M. on 9 July the General Morgan sailed across the equator and once again entered the northern hemisphere. Lyman notes that it has been one hundred four days since the Company passed into the southern half of this globe—some happy but many disagreeable. The men of the CMTC were fascinated by new sights in the Pacific Ocean. On 17 JULY, Lyman records:

"Warm and pleasant, and wind light and variable. This morning we saw a grand army of porpoises.... They came on past us in columns which we began to think were indeed endless. There was no computing their numbers, but as far as the eye could reach, ahead and astern, we could see them in countless multitudes. They swim very fast, sometimes leaping out of the water. We saw several leap as high as ten or twelve feet in the air." [5.28]

5-6 *For quite a while I wondered what Splicing the Main Brace meant. A web search revealed the fact that this is a tradition begun by the British; it is an order given to issue the crew an alcoholic drink, traditionally a tot of rum. Looking at the program, our little crew appears to have been given several rations of drink.*

There is a real sense building that the long, arduous journey was nearly complete, and that the Company was about to launch its mission in California.

"The sea to-day has assumed a somewhat greenish tinge, indicating that we are on soundings. We are now within three hundred and fifty miles of port, and every thing begins to indicate an expectance of soon terminating the voyage. The crew are all busy putting the little schooner in shining condition, painting, tarring, and fancy work on the rigging. I am engaged in painting her a "coat of arms" for the gangway, and lettering her name on the head boards and taffrail." [5.29]

Arrival at San Francisco and on to Sacramento

On August 5, 1849, the General Morgan entered San Francisco Bay. For several days the crew had experienced the foggy cool climate of the summer California coast. On this day there was a fresh breeze, although it remained quite cold. The argonauts began to see large numbers of shore birds, whales and kelp, and even a butterfly. They anticipated landfall and at twenty-five minutes past 3 PM they heard First Mate Nelson Falkenburg call from above, 'Land ho!'

Aug 5 *"Land ho! Land ho! Sail ho! Rocks! Whales! and everything else! All hands on deck!! Such were the joyful sounds which the mate sent down from aloft, and which were repeated and echoed in every part of the schooner, and by every tongue, in one universal but joyous clamor.... Two or three rocks were soon visible from the deck, on the lee bow—and land was soon after distinguished on the weather bow, though much obscured by haze. A sail was seen ahead, and soon another. We have made a very good landfall, being a little to the windward of the entrance to the bay....Great numbers of humpback whale were seen around us in every direction...I should think we had seen more than one hundred whales to-day. We...at last made the opening into the bay, and entered with a strong tide in our favor. It was too dark to get a distant view of the "Golden Gate" in passing it. At a quarter before 10 P.M. we came to anchor in eight fathoms of water, just within the entrance, on the south side. A ship lay at anchor near by.*

All hands assemble aft when the anchor was let go, and gave three cheers, which made the very welkin ring again. Thanks to a kind Providence, we have arrived at our long looked-for haven. May the coming day bring us cheering news." [5.30]

August 6 dawned, and the General Morgan weighed anchor and moved toward San Francisco.

“When the tide turned , at about 8 o’clock in the morning , we got under way and stood up for San Francisco. We soon caught a view of the bay, the shipping opening upon the sight, a countless forest of masts. Steering in among them on a sinuous course to avoid collision, we came to anchor abreast of the principal wharf, and soon learned that gold, the grand object of all our toils, was still found abundantly.” [5.31]

INTERACTIVE 5.1: *San Francisco as seen by the Falkinburg brothers*

Click on the expand symbol in the upper left corner; the picture will open in a new window (which can be resized). Clicking on either the label for the Apollo or Niantic will further zoom the view. Using two fingers to drag over the image, you can pan left/right/up/down. To exit, move curser to the top of the new window and close.



The San Francisco that the Falkinburg brothers would have known when they arrived has been captured in this historic view of the city from Telegraph Hill (April 1850). [5.32] The "instant" city of San Francisco was a hodgepodge of hast-

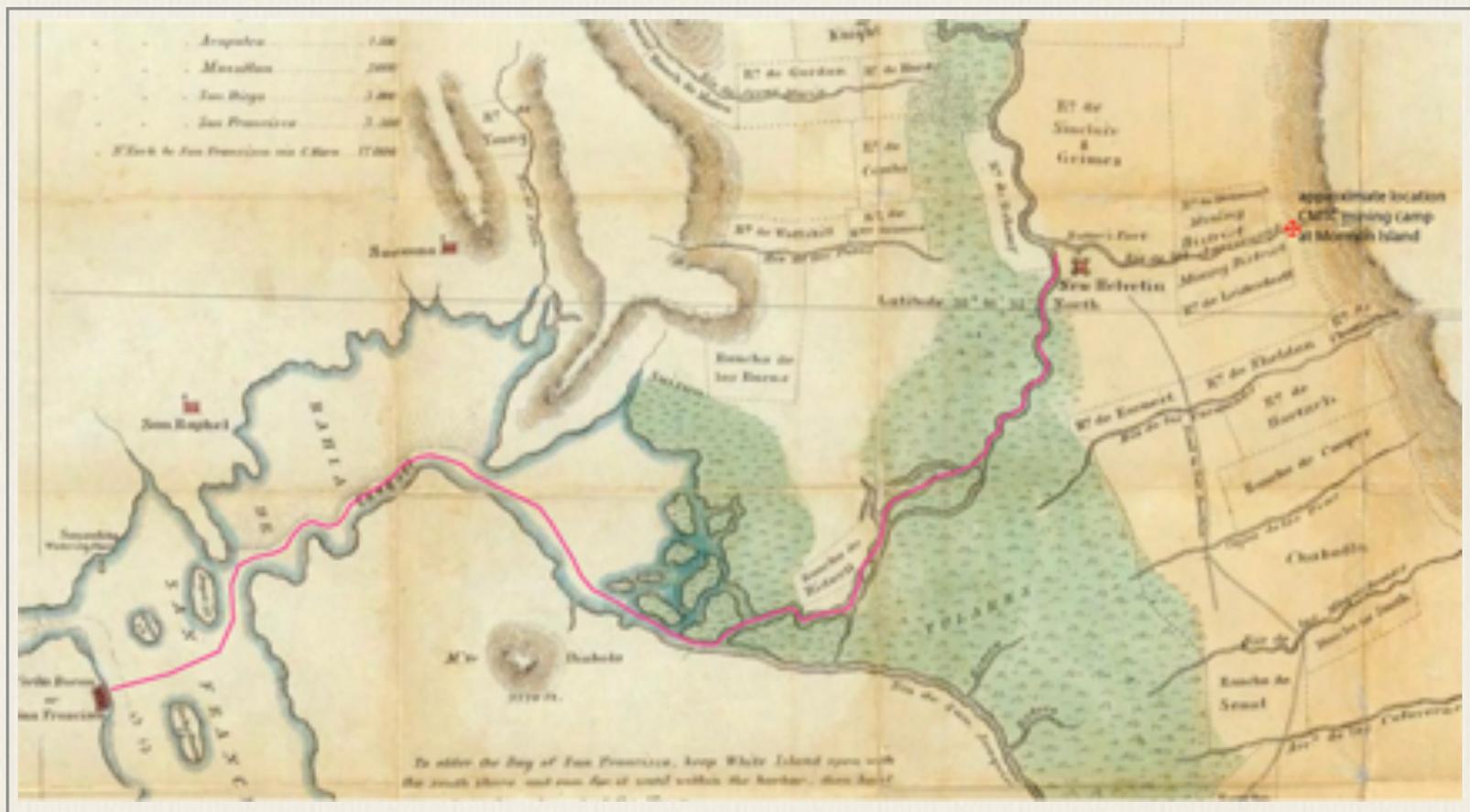
ily built wooden buildings and canvas tents. Yerba Buena Cove was littered with abandoned ships as sailors left their ships to seek fortunes in the gold fields. Long Wharf, pictured prominently in this depiction, extended a half mile into the bay. The end of the wharf was located at present-day Commercial Street. The two converted ships along the wharf are the Niantic (nearest shore) which was turned into a warehouse and later a hotel, and the Apollo (near center of the picture) which was converted into a saloon.

The first order of business upon debarkation was to find the post office. They had been at sea 161 days, and each man wanted to see if there was a letter waiting for them. Mail was routed to the port of Chagres on the Atlantic coast, carried by mule train across the Isthmus of Panama, and re-boarded on a ship headed for San Francisco. Lyman reflects on the letter he received.

“I then went up on a hill, back of the town, where the whole bay lay spread out before my view, and there alone did I devour every word of their precious contents. How faithfully did imagination bring every familiar and loved face before me, and what visions of days past and scenes of home flitted across my memory. “ [5.33]

On to Sacramento and the Gold Country

The General Morgan stayed in San Francisco, but one day. On August 7 they prepared to leave, but most of the crew had abandoned their captain. The only crew members left were Captain Falkinburg, Nelson Falkinburg (First Mate), Edward Wax (cook) and sixteen year-old Henry Case, the cabin boy. The crew who abandoned the General Morgan were professional seamen from around the world including England, Sweden, and Germany. They had gold fever and believed they could find larger fortunes on their own. The task at hand was to navigate through the San Francisco Bay into the Sacramento River delta. In order to minimize their problems navigating the maze of channels, the CMTC hired a river pilot to guide them to Sacramento. The cost was three hundred fifty dollars; many other captains had paid up to seven hundred dollars for piloting services.



1848 Map of the Valley of the Sacramento including the Gold Region showing the route from San Francisco to Sacramento (Sutter's New Helvetia) and up the American River to the mining region at Mormon Island [5.34]

If you made this trip today, you would find a myriad of channels to follow through the delta. But today, much marshy land has been reclaimed for farming through a series of levies which control the water. The channels are clearly defined. In 1849, however, much of this land was marshland, and there were great risks of running aground—a real problem for wind-powered vessels.

“The river is very narrow, and there are several passages or channels with little tularo islands intervening. The banks some fifteen or twenty miles from the mouth of the river are better wooded. At dark, we came to anchor about midway through the “slue”, a long narrow passage between two estuaries. This passage in some places is not wider than the length of our schooner, and at times our sails were brushed by the trees on the banks.” [5.35]

Sacramento was an emerging community that grew up near New Helvetia and Sutter’s Fort—located where the American River meets the Sacramento River. The Connecticut Mining and Trading Company set up their store in Sacramento. The illustration on the next page is dated 1849 and depicts the view that the Falkinburg brothers would have seen when they arrived at Sacramento.



View of Sacramento from the Waterfront 1849 [5.36]

“We purchased to-day four mules and a wagon for \$900, and Almon Davis has been promoted to the office of driver. The team has been employed this afternoon in removing our merchandise to a store which we are to occupy. (Aug 14)... The team has been kept hard at work all day hauling our goods to the store. Hayden is putting up a frame for a building in the rear of the store to be covered with canvas. This will give us plenty of room.” [5.37].

The CMTC store has been preserved and is a part of the California Historic Park at “Old Sacramento”. According to the park documentation, the store has been reconstructed on its original location. The store would have been located near the waterfront and to the left of the principal street shown in the picture at the top of this page.



*Restoration of CM&TC store in
Old Sacramento Historic Park*

The team sent an expedition to the gold fields and established a camp at Mormon Island about 20 miles up the American River from Sacramento. The CMTC split their operations leaving a contingent at the store and the Mormon Island dig, while Capt. Falkenburg, Nelson Falkenburg,

Lyman, and five others returned to San Francisco. The intent was to establish an office to arrange for the shipment of goods from San Francisco to the store at Sacramento. The General Morgan began its journey on 16 AUG with fourteen passengers, arriving in San Francisco on 22 AUG. The fare was \$24 for cabin and \$16 for the deck. The next trip up-river began on 29 AUG with thirty-four passengers and freight amounting to \$2,000.

The CMTC was quite successful in both its mining operations and its trade, although the latter appears to have been its strength. Just shy of five months after the General Morgan first entered the Golden Gate, the Brooklyn Daily Eagle reported on the expedition.

The CMTC "carried out a few of Colt's revolvers, on which they made \$10,000, and in their other goods they were equally fortunate... five of the company at the mines took from one hole on the previous Saturday 22 lbs. 7 oz of pure gold, worth \$17 per ounce, over \$6,000. Their best operations, however, were not in the line of mining, but in that of trade." [5.38]

In the same article, the Brooklyn Eagle also printed a letter (dated 25 OCT 1849) from one member of the CMTC to his wife. [5.38]

"I sometimes sit down and try to compose my mind and cool down a little, for my head actually whirls with the excitement. You have probably read of a mountain torrent sweeping all before it; that is emblematic of the 'Conn. Mining and Trading Co'. We are doing a tremendous business. We have our old store in Sacramento City... and we have two beautiful vessels running on the river⁵⁻⁷ as fast as we can put them through, carrying our own goods. I am loading from four to five schooners per week, and to-day I received letters from Sacramento and the cry was: goods! goods!!

We have made large additions to our establishment at Natoma,⁵⁻⁸ having built an addition to our store, larger than the old one, and have four mule teams running constantly backwards and forwards with the goods. I bought of one man last week 100,000 lbs. of sugar at 12 1/2 cents [per pound] , 2100 sacks of Flour (Chili Flour) 200 lbs in a sack at \$13 per

5-7 Later in the article, the second schooner is identified as the Samuel Roberts.

5-8 Natoma is the name of the settlement at Mormon Island, the site of the CMTC gold operations.

sack, and a great many other things of other individuals, such as barrel flour, 800 barrels of which I bought of one man at \$11 per barrel; buying last week over \$80,000 worth of goods."

The CMTC Dissolves

Having prospered well in its businesses, the Connecticut Mining and Trading Company agreed to dissolve and distribute assets to its members on January 1, 1850 (just under five months after arriving in San Francisco) [5.39]. The members of the Company dispersed. Some traveled home to the east coast, while others remained in California. The Crowell brothers, Edgar and William, purchased the store on the Sacramento waterfront. Albert Lyman visited newly discovered gold fields in Oregon, and from there he returned to his home in Hartford, Connecticut. President Henry Kellogg returned to Hartford, with accusations of fiscal mismanagement of CMTC assets. Dr. Albert Kellogg remained in San Francisco and became a Charter member of the California Academy of Sciences [5.40]. Records indicate that the Schooner General Morgan was sold to California pioneer Samuel Brannan, and was used in the exploration of the Northern California coast [5.41]. The two Falkinburg brothers remained in San Francisco. With his sailing skills honed by the experience of the journey to California, Captain Charles began a career of merchant trade with the Pacific islands and southeast Asia.

Pacific and Asian Trade

After CMTC dissolved Charles Falkinburg did not return to his former life in merchant trade along the Atlantic Coast. In my opinion, Charles saw the voyage to California as an opportunity to expand his horizons and create new opportunities for trade in the Asia Pacific region. I have found six references to voyages by Charles in the Pacific. The first is documented in the *Lyman's Voyage to California* occurred right after the dissolution of the CMTC, but before the General Morgan was sold to Sam Brannan.

Lyman describes the trip to the Sandwich Islands (Hawaii) by the General Morgan. While it is not specifically stated, I presume that this voyage was also captained by Charles Falkinburg. This seems a logical extension of the known facts about Charles' activities beginning in 1850. We know that Captain Charles Falkinburg was beginning his own career as a sea captain engaged in Pacific trade. Hauling cargo from the east coast of the United States to San Francisco was a long and grueling operation. Charles saw the Kingdom of Hawaii as a possible source for agricultural products. Although we do not know the detail of the cargo the General Morgan carried back to San Francisco, one item is documented. The captain negotiated to purchase pigs to transport to San Francisco.

The General Morgan left San Francisco on 5 JAN 1850 and arrived at Honolulu 24 JAN 1850. The General Morgan was in the Sandwich Islands for just under a month; in addition to O'ahu, stops included Kaua'i and Ni'ihau. At one point Lyman and his colleagues were in the company of King Kamehameha. Most of Lyman's description in this chapter is presented as a tourist guide to the islands. The General Morgan departed for San Francisco 20 FEB 1850. In completing this chapter, Lyman abruptly ends his diary. There is no description of the dissolution of the CMTC or even of the return of the General Morgan to San Francisco.

The next documented trip of Captain Charles was to Newcastle, New South Wales, Australia (located about 75 statute miles north of Sydney). Near the beginning of the nineteenth century, this region was a major coal producing and exporting center. The age of steam was beginning, and steam ships on the west coast needed a supply of coal to burn. It was difficult to import coal from the eastern United States around Cape Horn. Heavily laden ships were unstable and unmanageable in the rough South Sea of the Antarctic region. An obvious solution lay in sources across the Pacific in Newcastle, NSW, Australia. The typical trip between Australia and San Francisco was considerably shorter than the transit around Cape Horn (2 to 3 months as compared with 6 to 8 months).

The ship that Charles sailed to Newcastle was the brigantine Sarah Abigail. A brigantine (or brig) is a two masted sailing ship; the first mast is square rigged, but the second is not. At 210 tons, the Sarah Abigail was about 50% larger than the

General Morgan. She had enough cargo space to carry coal from Australia to San Francisco. The Sarah Abigail originally sailed from Plymouth, MA for San Francisco, Nov. 13, 1849 under the command of Captain Bartlett bringing the Old Colony and California Association to the gold fields. The OCCA was a group of 33 men who arrived at San Francisco on May 27, 1850 [5.42].

Departure	Destination	Ship: Notes
San Francisco 25 JUL 1850	Newcastle, NSW Australia 16 SEP 1850	SARAH ABIGAIL, brig, 210 tons, Captain Falkenburg, from San Francisco 25 July, in ballast; to take in coals for California.
Newcastle, NSW Australia 22 NOV 1850	San Francisco 1 FEB 1850	On 7 DEC 1850 the New Zealander, Auckland (reporting on Newcastle Shipping) indicated that the Sarah Abigail departed for San Francisco 22 NOV 1850. On the same page of the newspaper reported that the Sarah Abigail carrying coals to San Francisco "spoke" regarding weather conditions in the Tasman Sea (34 S 147 E) . The Maitland Mercury (5 APR 1851) reports the Sarah Abigail return to San Francisco on 1 FEB



Record of Captain Charles' first trip to Australia aboard the brig Sarah Abigail Refs [5.43], [5.44] & [5-45]

A Brigantine

It is likely that Captain Charles used part of his proceeds received from the dissolution of the CMTTC to buy the Sarah Abigail. Many of the vessels which littered Yerba Buena Cove were abandoned by their captains and crews as gold fever raged. Perhaps, the Sarah Abigail was one of these vessels and Charles was able to purchase it at a reasonable price.

Captain Charles penned a thank you note which appeared in the classified section of the Maitland Mercury [5.46]. The note documents the length of stay of the Sarah Abigail in Newcastle, and his cargo ready for the trip back to San Francisco. He expresses his gratitude to all who assisted him while in port.

Brig Sarah Abigail,
Port of Newcastle, Nov. 20th, 1850.

DEAR SIR—Having at last my coals aboard, and all ready for sea, I am but fulfilling a duty in thus expressing my satisfaction with the way in which you have provided my brig during my stay in Newcastle (the period of nine weeks), the provisions being of the very best quality, and the prices extremely moderate. I must speak also of your punctuality and great attention at all times.

You may rely upon my recommending you to any of my friends who may be coming to Newcastle; and wishing you all prosperity, which your constant exertions will almost command, I am, dear sir, ever yours truly,

CHAS. A. FALKENBURG.

On 30 OCT 1851 Captain Falkinburg returned to Australia on the Sarah Abigail. The records of the Australian Government [5.47] indicates that during this trip Charles and the 17 member crew are carrying 13 cabin passengers and 79 in steerage. There were no goods which are produced in California at this time to ship to Australia, so rather than bringing an empty ship, Captain Falkinburg fills his ship with passengers. The record also indicates the ship has made a stop in Tahiti en route to Australia, and that some passengers disembarked in Tahiti. It is most likely that among the passengers were argonauts who had come to the gold fields from Australia and other Pacific islands.

There is no record of the return trip of the Sarah Abigail in the Australian or New Zealand newspapers. In fact, in exploring records of passengers between Australia and San Francisco, I found that Captain Charles returned as a passenger on the Barkentine Whiton [5.48]. The Whiton departed Sydney, New South Wales on 13 FEB 1852 and arrived in San Francisco seventy days later on 23 APR 1852. It is likely that Charles Falkinburg sold the Sarah Abigail while in Port Jackson, Australia.⁵⁻⁹ This is supported by a documented sale he made of another ship the Barkentine Drummond on his next trip to Australia.

The fourth Pacific voyage was aboard the Barkentine Drummond [5.49]. A barkentine (also called a barquentine, barque or bark) is a sailing ship with three or more masts with the foremast square-rigged and the others fore and aft rigged. The Drummond left San Francisco 11 AUG 1852 and arrived in Port Jackson (Sydney) Australia on 20 OCT 1852. Barks were popular in the Pacific after introduction in the 1830s. The Drummond was the sailing ship of another New England (Boston) based mining company—The Suffolk Mining Company which arrived in San Francisco 1 FEB 1849. Again, it is likely that Charles Falkinburg bought this vessel with the proceeds garnered from the sale of the Sarah Abigail. We know that this was a one way trip to Australia and that the Drummond was sold to an Australian company for service in that country. The 2 November 1852

5-9 *Charles had evidently devised a strategy to purchase ships abandoned in San Francisco harbor, transport passengers to Australia and then sell the ship to investors in Australia. San Francisco harbor was overwhelmed with abandoned ships which could likely be purchased cheaply and resold in Australia at a good profit. On Charles' next trip we have documented evidence that he was selling ships in Sydney.*



A barkentine

issue of the Maitland Mercury [5.50]

"Messrs. E. Davies and Joel Joseph have purchased the fine barque Drummond for the sum of £1550. She will be called the Acacia, and is intended for the Melbourne trade."

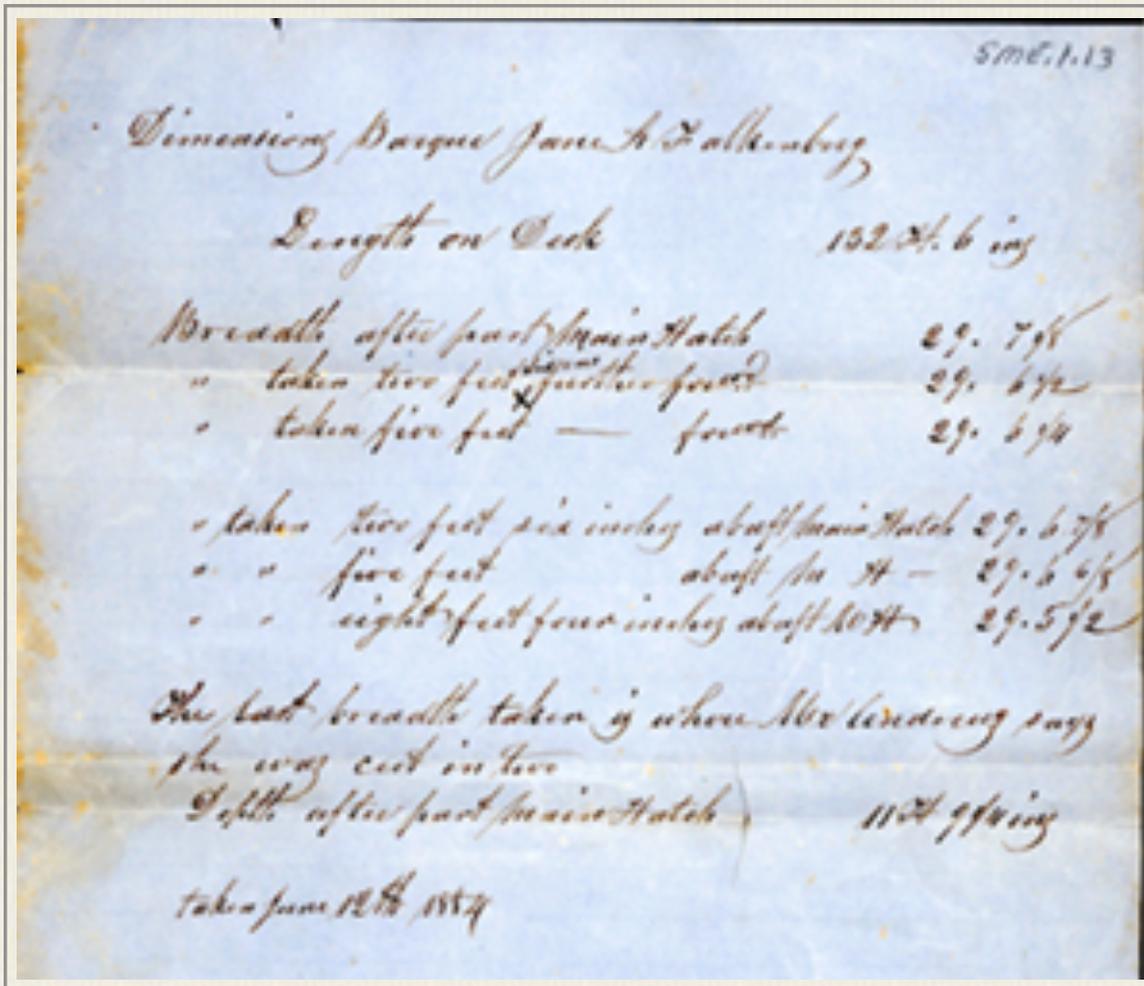
The passenger list of the Drummond included Mrs. Falkinburg, wife of Captain Charles. Charles Falkinburg married sometime be-

tween his first arrival in San Francisco aboard the General Morgan, and this voyage. Piecing together several disparate resources, I discovered that the captain's wife is named Jane, although I have no record of a last name. The 1870 and 1880 census are in conflict in recording where Jane was born. One indicates England, while the other documents her birth country as Ireland.⁵⁻¹⁰ As there are few single women who came to seek gold, it is a reasonable conclusion that this Jane is the daughter of another sea captain who brought his family to California.

The next record we have of Captain Charles and his wife, they are departing New Bedford, MA on a trip back to San Francisco on 6 SEP 1854. I am almost certain that Captain Charles and Jane Falkinburg booked passage from Port Jackson, New South Wales back to the United States. Most likely the trip took them west around the Cape of Good Hope at the southern tip of Africa. It seems reasonable that they would have landed at Liverpool, England and then headed across the Atlantic to Boston or New York. I have found no records to confirm this. The reason Captain Charles returned to the east coast of the United States was to take possession of a new barkentine, built in New Bedford, MA. The barque Jane A. Falkinburg, was built in New Bedford, MA at the shipyard of Jethro and Zachariah Hillman. The digital library of Mystic Seaport contains The New

5-10 *The 1880 census documents the birthplace of the individual, as well as the nativity of both parents. For Jane, it records a birth in Ireland and for her parents the record indicates they were born in England.*

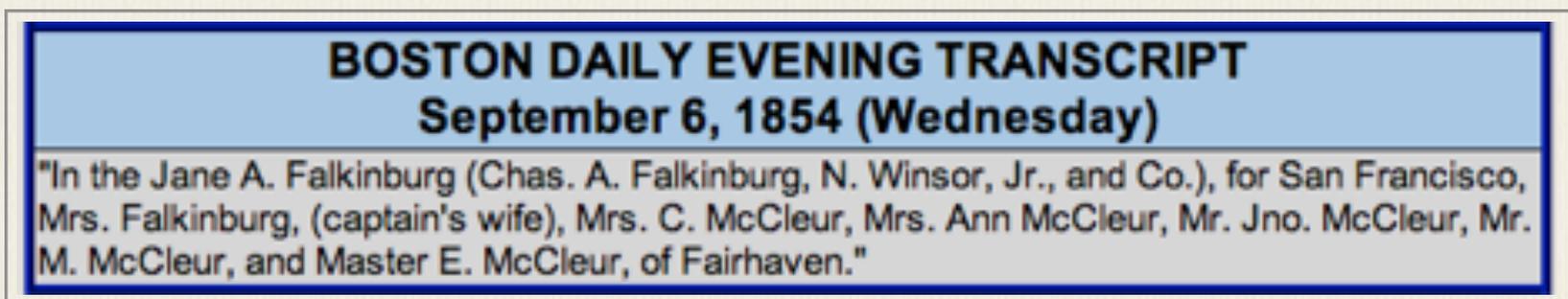
York Marine Register [5.51] documenting the vessel, and hand written notes [5.52]



made by the builder. The vessel is listed as 420 tons. She is 152 feet in length, and 30 feet in breadth. The draft of the vessel was 13 feet. She was made of oak with copper fasteners. I would be willing to bet that the name of the ship was kept secret until Charles brought his wife to the dock to board for the first time.

Dimensioning the Barque Jane A. Falkenburg

Captain Charles returned to San Francisco and established a broader merchant trade operation between San Francisco and the Asia Pacific region. The maiden voyage of the Jane A. Falkenburg, reported by the *Boston Daily Evening Transcript* was 04 SEP 1854. [5.53]



Leavitt Sprague of Hingham, Massachusetts kept a diary of New England shipping between the dates 1849 and 1856. This is chronicled in *Barnstable and Yarmouth, Sea Captains and Ship Owners* published in 1913 by Frank William Sprague. [5.54]

*Barque Jane A. Falkenburg, of New Bedford, Captain C. A.
Falkenburg, sailed from Boston for San Francisco, Sept. 6, 1854.
Arrived Jan. 4, 1855.*

This 120 day trip was a phenomenal transit time between Boston and San Francisco. Recall that the General Morgan did the trip in 161 days! Charles followed the route around South America, and I am guessing that he doubled Cape Horn with this larger vessel, rather than navigating the Straits of Magellan. Unlike the trip of the General Morgan, the Captain would avoid winter in the North Atlantic, and as the Jane A. Falkenburg would enter the South Ocean as summer approached in the southern hemisphere. The bark Jane A. Falkenburg would be known for her record-breaking voyages across the Pacific in later years.

Sixteen days after arriving home in San Francisco, Charles Falkenburg began his first commercial voyage in the Jane A. Falkenburg. His destination would be



After Charles Falkenburg's death, the Jane A. Falkenburg was sold and put into service in Pacific trade between Portland Oregon, San Francisco and Hawaii. This sketch of the J.A. Falkenburg appeared in the San Francisco Call in March, 1898 as a vessel in of a fleet being fitted out for gold exploration in Alaska. [5.55]

Manila, the Philippines. The 6 FEB issue of the Whalemens Shipping List (New Bedford, MA) announced the planned departure. [5.56] The illustration of the J.A. Falkinburg shown on the previous page appeared in the San Francisco Call in 1898. It is the only picture I have found of the ship and thought it would be best placed here.

Departure	Destination	Ship: Jane A. Falkinburg
San Francisco 20 JAN 1855	Manila, Philippines	The bark Jane A. Falkinburg, of this port, at San Francisco, has been chartered to proceed to Manila and back to San Francisco, Would sail Jan 20th.

Tragedy Strikes

The Sacramento Daily Union reported the Death of Charles Falkinburg in its 4 FEB 1856 edition under the heading Sad Casualty. [5.57] As Charles Falkinburg was well known in Australia, the Hobart Town Daily Courier also reported his death on the wharf in San Francisco. [5.58]



The site where Captain Charles drowned

SAD CASUALTY.—The *Town Talk* says that on Thursday evening, about 9 o'clock, as Capt Chas. A. Falkinburg, accompanied by his lady, was driving down Stewart street wharf, the horses became frightened and backed off the wharf, by which the Captain was so severely injured he died in half an hour. Mrs. F. was also slightly injured. Capt. F. was in command of the bark Jane A. Falkinburg, and thirty-one years of age.

Charles Falkinburg's death reported in the Sacramento Daily Union

The historic map (on the left) is from 1852. This area located at Rincon Point would have been on the wharf in 1856; it was where many of the sailing ships were anchored. Stuart Street still exists today, although it becomes a dead end where it would intersect the Embarcadero. The area today is near the place where the Embarcadero intersects the span of the Bay Bridge. Another account indicates the cause of the accident.

“January 31, 1856: Another earthquake was felt. Capt. Charles A. Falkinburg, of the bark "Jane A. Falkinburg," and his lady, were riding in a carriage The horse became unruly and backed the carriage off the wharf. The Captain died of severe injuries in a few minutes. Fortunately the injuries to the lady were very slight.” [5.59]

It is likely that Charles was returning from a trip and Jane met him at the docks. Likely a planned New Year’s Eve celebration was anticipated and hopes for the 1857 were dashed by this tragedy.

Charles was buried in Lone Mountain Cemetery overlooking the Golden Gate. [5.60] Lone Mountain is in the Laurel Heights neighborhood of San Francisco located between the panhandle of Golden Gate Park and the Presidio. "Lone Mountain is the most revered of San Francisco's seven hills. El Divisadero is the Spanish name for Lone Mountain—meaning the point from which one can see far. The official elevation of Lone Mountain is only four hundred sixty-eight feet; but measured by its prominence in the lives and hearts of the people it towers above all other hills of San Francisco." [5.61]. The cemetery was neglected and vandalized during the early twentieth century, and finally, in 1939, the City of San Francisco closed it, along with all the cemeteries in the city, and moved the remains of those buried at Lone Mountain to Coloma on the peninsula, south of San Francisco. Families were given the opportunity to move the remains of their loved ones to the new resting place. Most, however, were buried in a mass grave at Coloma, with no marking. Since there were no children in this family, it is likely that Charles found his final resting place in anonymity with many who had peacefully rested atop El Divisadero.

Nelson Falkinburg

After their voyage to California, both Charles and Nelson Falkinburg followed their passions. Unlike many pioneers who came in 1849, that passion was not gold, but maritime commerce. While Charles sailed pacific trade routes to Oceania,⁵⁻¹¹ Nelson found his vocation in riverboat steamers shuttling passengers

5-11 *Oceania is a collective term referring to all of Australia, New Zealand, Papua New Guinea, as well as the thousands of coral atolls and volcanic islands of the South Pacific Ocean, including the Melanesia and Polynesia groups.*

and freight between San Francisco and Sacramento. The advertisement shown on the right appeared in the Sacramento Daily Union between 1860 to 1861 [5.62]. The age of steam had arrived and the technology provided a superior method of navigation than wind-powered ships through the delta to Sacramento. Rather than the three-day trip of the General Morgan, the Steamer Sacramento makes the trip in a single day with departures from Jackson Street Wharf on Monday, Wednesday and Friday at 4:00 PM and from Sacramento on Tuesday, Thursday and Saturday. The fare was 50 cents for cabin passage and half that for accommodations on the deck. Compare this with the CMTC charged at the height of the gold rush for transportation between San Francisco and Sacramento of \$24 for cabin and \$16 for a position on the deck! The freight charge was one dollar for each ton of freight.

RIVER TRAVEL.

PEOPLE'S LINE.

TOUCHING AT BENICIA.



THE NEW AND ELEGANT STEAMER
SACRAMENTO,

CAPTAIN.....NELSON H. FALKINBURG

Will depart from Jackson street wharf every
Monday, Wednesday and Friday,
At 4 o'clock P. M.

And Sacramento (foot of L street) every
Tuesday, Thursday and Saturday,
At half-past 1 o'clock P. M.

This steamer has been built in San Francisco, of the best material and in the best manner, of very light draught, expressly for this route.

Cabin Passage.....	50 Cents
Deck Passage.....	25 Cents
Freight.....	\$1 Per Ton.

No bills against the boat will be paid unless authorized by a written order of the agent.
For freight or passage, apply on board, or to
m14-1m P. A. OWENS, Agent.

Advertisement for the Steamship Sacramento captained by Nelson H. Falkinburg

Nelson Falkinburg was elected a member of the Society of California Pioneers, Apr. 4, 1870. [5.63] He appears in the 1860 US Census records in Brooklyn, Alameda County, California. [5.64] The census record from 1870 thru 1900 indicates a residence in San Francisco. Nelson's occupation is listed as captain of steamboat. He married Caroline Wade who was born in Michigan and seven years his junior. At this point in time I have no record of the marriage between Nelson and Caroline, but it is likely that it occurred in California; there were no women on the General Morgan bringing the Falkinburg brothers to California. Women were scarce in the Golden State in the mid nineteenth century. It is most probable that Caroline came west with her family to settle in the new territory. Nelson is listed in the census record through 1900; there are no children reported in

this marriage. The Great Register of San Francisco Genealogy lists Nelson's residence in 1866 as 6th & Brannan. [5.65] This was on the San Francisco Bay at the present entrance to the Bay Bridge. The death of Nelson Hance Falkinburg is documented in The San Francisco Call [5.66].

FALKINBURG—In this city, December 29, 1903, Captain Nelson H. Falkinburg, brother of the late Charles Falkinburg, and brother-in-law of E. H. and John H. Wade, Lydia Darling and Mary La Bret, a native of Elizabeth, N. J., aged 75 years and 19 days.

Friends and acquaintances are respectfully invited to attend the funeral to-morrow (Saturday), at 2:30 o'clock, from the parlors of Craig, Cochran & Co., 429 Golden Gate avenue, between Polk and Larkin streets, under the auspices of Longshore Lumbermen's Protective Association, Local No. 224. Interment Odd Fellows' Cemetery.

*Record of Nelson Falkinburg's Death in the
San Francisco Call 1 JAN 1904*

Final Thoughts

Neither Charles nor Nelson had any children in their marriages. I wondered if they left a legacy in the San Francisco Bay area? For a number of years I could not find anything about Charles' wife, Jane. One day as I was searching a newspaper database I came across the following article. [5.67]

1855-1891.

Festivities and Flag Presentation on a Venerable Bark.

It is just thirty-six years ago this morning that the bark Jane A. Falkinburg arrived in San Francisco harbor from around Cape Horn, commanded by her builder and owner, the late Captain Charles A. Falkinburg, who was accompanied by his wife, Jane A. Falkinburg, now Mrs. Captain J. W. Badger, in whose honor the vessel was named. It was the maiden voyage of the bark, and there was great rejoicing at her successful trip, as many of the old pioneers remember. She was built in the style of the great American clippers of that day, and was considered one of the "beauties of the sea." She was chartered by Daniel Gibbs & Co. for the East India trade.

About two years after her arrival here Captain Falkinburg met his terrible and tragic death. Later Captain Badger took command of her, and subsequently married the widow. It is thirty-three years since the Badgers sold the bark to Lynde & Hough, and settled in East Oakland, never since then having seen the old vessel until very recently, when she sought refuge from the storms and ran up into Oakland Creek and took anchorage directly opposite the Badger residence. She now lies off Seventh avenue, Clinton Station, East Oakland. Mrs. Badger, in

recognition of her old namesake's visit, has been extremely courteous, and in return Captain Bowers, the new commander, has invited her several times to visit the bark. To show still further appreciation of the Falkinburg, which was once her home, she will take occasion to-day, as it is an anniversary, to present to the Falkinburg a magnificent burgee, or flag, which she has had made at a great expense. A CALL representative viewed it yesterday. It is of unusual size and would do credit to any ship and on any occasion. It is over forty feet long and is of cream white bunting, bordered with thirty-six stars. In the upper corner is a large star and in another corner is a large horse-shoe. In the center, in eighteen-inch letters, is the name "Jane A. Falkinburg." The lettering and designs are all done in bright red. Mr. C. H. Smith, an old pioneer, was the maker of it.

The flag will be presented about 11 o'clock to-day in the presence of Captain Bowers and his young bride (nee Salma Ness), the owners of the vessel and a few others. Captain Badger, in behalf of his wife, will have the honor of unfurling it, after which Mrs. Badger will also present a souvenir in the way of a small painting, accompanied by a neat paragraph bearing the date, the name, etc. The painting represents the vessel lying in the water opposite the Badgers' home—or rather, what was their home thirty years ago—before the later residence was constructed.

In speaking of the bark that has outlived all her companions, Captain Badger said: "It will be with great pleasure and deep feeling to me when I send this flag to the breeze on the Falkinburg, in honor of whom she was named, and in memory of him who modeled her. She has been faithful at the helm at the word of command, and she has never been found wanting. I believe were it possible to wreath her with Bowers from stem to stern, my wife would undertake the heroic task for the sake of old acquaintance."

Beginning with this article, I was able to patch together the following story. After Charles's death, Jane Falkinburg married Captain Thomas William Badger on 29 DEC 1856. Thomas Badger may have been a business partner of Charles Falkinburg. Like Charles, Thomas was a sea captain engaged in Pacific trade with

China, Australia, and the Pacific coast from Mexico to the Oregon territory. We know that Captain Badger became shipmaster of the Jane A. Falkenburg immediately after Charles' death. The Jane A. Falkenburg was eventually sold by Badger but continued service in the Pacific under Captain Flavel. In 1888, she was refitted for gold exploration in Alaska. It was at this time that a sketch of the J. A. appeared in the San Francisco Call announcing that the ship would be carrying gold hunters to Kotzebue sound in Alaska.

Less than a year after their marriage, Thomas and now Jane A. Badger traveled as passengers on the ill-fated steamer Central America to New York. They were on a honeymoon trip back to the east coast, having traveled down the Pacific coast to the Isthmus of Panama, they took a train across this narrow land bridge separating the Atlantic and Pacific oceans. Picking up the SS Central America at Aspinall on the Atlantic coast, they landed in Havana before the final leg of the journey was to take them to New York, and finally to Virginia where Thomas was to introduce Jane to his family. The ship carried six hundred passengers, and was transporting \$1.6 M in California gold. Thomas and Jane had brought \$20,000 in their own gold coins on this trip. The trip to Cuba was uneventful and took four days. After departing Havana, however, the weather became heavy, as they ran into a hurricane. Adding to the problem of weather, the ship began to have engine problems. The crew could not activate the pumps to remove water that was leaking into the vessel. Jane Badger was among the women who were evacuated in life boats and picked up by a ship which responded to the unfolding tragedy. Negotiating thirty foot swells in a lifeboat made the rescue difficult. The women gathered in the cabin of the brig Marine which had rescued them, only to be horrified to see that the Central America went under stern-first. Hundreds of men aboard were sucked into the sea. Because of his seamanship, Thomas



Badger was able to assist the crew in keeping the ship afloat until another ship, the Ellen, was able to assist in the rescue. [5.68] Thomas Badger survived, but he was on a different ship from the one which had rescued his wife. It was a number of days until Jane and Thomas were reunited in Baltimore. In commemoration of his heroic effort, Thomas Badger was presented a large silver speaking trumpet engraved with “in token of high appreciation of his conduct on board of the steamer Central America, at the time of the loss of that ill-fated vessel. New York, May 17, 1858.” The loss of large amounts of gold has led this disaster to be called America’s Lost Treasure. The human loss, however, was even greater; over four hundred souls lost their lives in this tragedy. The SS Central America was lost, resting in its grave 7,200 feet beneath the ocean’s surface. For years, people had been trying to locate this Ship of Gold, as she had been nicknamed. In the January/February 1992 Issue of Interfaces⁵⁻¹²

Lawrence D. Stone describes the shipwreck, historic data on currents, and observations of the tragedy. He shows how statistical analysis led to a prediction of the location of the Central America using a probability map. Based upon this analysis, searches were made of the most likely areas in which to find the ship. Using sonar and then video cameras, in 1988 the reclamation team confirmed the location of two iron side wheels that propelled the ship. By the end of the summer, they were able to retrieve a gold bar and several smaller pieces of gold. I would love to say that the ship was located where the analysis indicated the highest probability, but that was simply not the case.

In 1988, bayesian statistical methods were applied to data [5.69] (including the testimony of Captain Thomas Badger) and a most likely position for the sunken vessel was estimated. Since 2014 Odyssey Marine Exploration has been under contract to recover the cargo and catalog the items of cultural heritage recovered. An event played out in our Falkinburg family history has jumped into today’s news releases!

5-12 *Interfaces is a publication of INFORMS. The mission of Interfaces is to “publish manuscripts focusing on the practice of operations research and management science and the impact this practice has on organizations throughout the world.”*



*Hailing Trumpet, Silver Plate on Copper
Presented to Captain Thomas W. Badger
his conduct on board the steamer Central America at the time of the loss
of that ill-fated vessel. New York, May 17, 1858
on display at Virginia Historical Society*

The Badgers lived out their life comfortably in a large house in Oakland, across the bay from San Francisco. Thomas Badger became one of Oakland's best known citizens. The Badgers built a pavilion turned their estate into a park for public recreation.⁵⁻¹³ On 1 JAN 1891 the San Francisco Call described an event that must have brought tears to both Jane and Captain Thomas. Returning to the article with which I began this section: The bark Jane A. Falkinburg made a return voyage to the Oakland Estuary. Jane Badger recalled that it was exactly thirty-six years ago that the venerable *Bark Jane A. Falkinburg* made her maiden voyage arriving in San Francisco harbor from around Cape Horn, under the command by her builder and owner the late Captain Charles A. Falkinburg, with Jane accompanying her, then husband, Captain Charles.

The Falkinburg brothers, Charles and Nelson were born into a seafaring family, continuing the tradition begun by their father Captain Samuel Falkinburg. There were at least three generations of Falkinburgs/Falkenburgs who sailed the seas. None, perhaps, did so with as much adventure as Charles and Nelson. As I write this history, I wonder if other members of the family may have joined Charles in his voyages to southeast Asia. Captain Samuel had a large family, and for that reason there were many nephews who might have joined Charles after he returned to purchase the Jane A. Falkinburg in New Bedford. There are family stories that my own great-grandfather Solomon Falkenburg sailed around the world; coins he is said to have brought back from Asia have been passed down in our family. Was young Solomon a young sailor on the Jane A? That is one of the questions that I am now trying to answer.

5-13 *Estimates are that the Badgers invested some thirty to forty thousand dollars to improve the property for public use.*

The Story Behind the Story

When I moved to California, I wondered if I could find any information about Charles, son of Captain Samuel who was said to have drowned in San Francisco Bay. The first hint came from the website SFgenealogy which listed a number of vessels which had come to California during the gold rush. I came upon a report from the New York Herald dated February 25, 1849. “The schooner General Morgan, Captain Falkenburgh, sailed on the 22d instant, for San Francisco”. The article identified the vessel as carrying the Connecticut Mining and Trading Company to San Francisco. This clue would open a number of doors. Using the search terms Schooner General Morgan, I eventually came upon a listing of an auction for a rare book by Albert Lyman: *Journal of a Voyage to California, and Life in the Gold Fields* and also of a Voyage from California to the Sandwich Islands. Listed at a starting bid of \$5,000, I quickly decided that I would not be able to purchase this diary. After exploring further, I found that there were two copies of the book in nearby libraries, one in the California State Library in Sacramento, and the other at the California Historical Society in San Francisco. I went to San Francisco and digitally photographed a number of pages of the diary. The experience was very exciting. The diary had a daily log of the trip along with daily global coordinates of the General Morgan. From this I was able to chart the route of the General Morgan on Google Earth. When it came to the passage of the General Morgan through the Straits of Magellan, there was a good deal of detail describing places along the route. I found an older map of the Straits on the David Ramsey Map Collection, and was able to chart the day-to-day movement of the schooner through the Straits and on to San Francisco.

A search of the internet turned up a large number of citations to newspapers in Australia documenting trips made by Charles Falkinburg. The Australian government maintains an excellent database of newspapers and Maritime records. Using these records I was able to uncover the several expeditions which Charles made to S.E. Asia. There are problems with searching old newspapers. First, reports are notorious for creative spellings of last names. Second, the scans of these old issues are often marginal, and character recognition may be imprecise. One

very nice feature of the Australian databases is an ability of a reader to make corrections to the digitally scanned data. A future researcher, may therefore, benefit from a transcription what has been updated using human eyes.

After his experience as a sea captain, how did Captain Charles drown in the harbor at San Francisco? The answer to this question came when I discovered the Virtual Museum of San Francisco. On this site there were a series of newspaper clips from the Gold Rush era; one of these was about Captain Charles Falkinburg. It described how he was riding in a carriage with his lady along the docks at harbors edge when an earthquake struck, throwing the captain into the water, where he hit his head and drowned. The location reported did not make sense from period maps of the region. I later found a group of citations regarding Captain Charles in the newspaper archives of Australia and New Zealand. A report in the Maitland Mercury News helped me locate the site of the accident near Rincon Point on the San Francisco waterfront. Recently, I found a digitized copy of the Sacramento Daily Union in the Library of Congress newspaper database which also reported the location as on the Stuart Street Wharf.

On the website of the Mystic Seaport in Mystic, CT, I found reference to the Jane A. Falkinburg, the ship which Charles sailed back to California and Pacific trade routes. Amazingly, the museum has a preserved copy of the hand written notes of the builder of the Jane A. I was ecstatic about finding this!

Using the digital newspaper collection of the Library of Congress, I was able to locate an advertisement for Captain Nelson Falkinburg, who evidently continued to move passengers and freight between San Francisco and Sacramento using the new technology of steam-powered vessels. Here I uncovered the name of the steamboat he piloted as the Sacramento. In another listing in the Great Register of San Francisco, I found both an address in San Francisco and the name of another steamboat, the Cricket. Old newspapers helped me identify the name Caroline Falkinburg who predeceased her husband Nelson. But it was not until I discovered Nelson's death notice in the 1 JAN 1904 edition of the San Francisco Call that Nelson is listed as the brother-in-law of John H. Wade. This led to the conclusion that Nelson's wife was Caroline Wade.

Often progress in teasing out details about the lives of our ancestors is a slow tedious process. Of course many details are left to be hidden in the past, never to be recovered.

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- [5.15] LYMAN, p. 31.
- [5.16] LYMAN, p. 46.
- [5.17] LYMAN, p. 55.
- [5.18] The David Rumsey Map Collection. A Chart Of The Straits Of Magellan. From The Chart Published At Madrid in 1769, by Don Juan de la Cruz Cano y Olmedilla of the Royal Academy of St. Fernando. and Improved from the Observations and Surveys of Captns. Byron, Wallis and Carteret compared with those of Monsr. De Bougainville. (with) A Chart of Magellania with Falkland's Islands. London. Printed for R. Sayer and J. Bennett ... 1st July 1775. While Captain Falkinburg most likely had a more modern map than this, all of the places discussed in Lyman's diary can be located on this chart. In order to zoom in and navigate around this map, you must turn off your pop-up blocker in the browser.
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- [5.20] LYMAN, p. 63.
- [5.21] LYMAN, p. 64
- [5.22] LYMAN, p. 65
- [5.23] LYMAN, p. 67
- [5.24] LYMAN, p. 68
- [5.25] LYMAN, p. 69
- [5.26] LYMAN, p. 71.
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- [5.29] LYMAN, p. 94.
- [5.30] LYMAN, pp. 95-96. [5.31] LYMAN, pp. 97.
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- [5.34] Sacramento River Map from David Rusmey Collection (1848)
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- [5.47] *Mariners and ships in Australian Waters*
- [5.48] *San Francisco Ship Passenger Lists. Vol. III: November 7, 1851 to June 17, 1852*
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