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Daily Alta California, Volume 3, Number 1, 1 January 1852 — Later Irons ,Xew .Tlvxico [ARTICLE]

Later from New Mexico.

The Los Angeles Star of the 13th inst., notices the arrival of Capt. Jose Walker at that city from New Mexico, with a small party :

“Capt. Walker went to New Mexico with the intention of procuring sheep for the California market, but finding they sustained too high a price to render the speculation profitable, he returned without them.

Capt. Walker reports two droves of sheep, numbering altogether 12,000, on the road to California. The sheep are owned by New Mexicans.

Capt. Walker had a slight skirmish with the Apaches, but saving that, had no trouble with the Indians.

We also learn that Gen. Sumner had encountered the Narvajo Indians, this side of Albuquerque. A well fought battle resulted in the total routing of the U. S. forces.

Capt. Walker is resting at Chino. We learn that he left New Mexico on the 1st November, and was six weeks on the road.”

ANTONIO GARRU, THE REBEL CHIEF.—We find in the Los Angeles Star the annexed biographical sketch of this leader of the insurrection in the South :

“Antonio Garru is by birth a Yumah, but was received at an early age into the Mission San Luis Rey, where he was educated to read and write. He married one of the San Luis Rey Indians, and was made a captain of that tribe. During the Mexican war he sided with the Americans, and most barbarously murdered eleven Californians, who went to the Agua Caliente for the purpose of remaining neutral. His recent murders, so far as have been ascertained, have been confined to Americans (with the exception of one Sonoran,) and are twelve in number.

The Cahuillas have never been very friendly with Antonio Garru's tribe. In the year 1846 they killed 35 of his warriors, through a stratagem very nearly resembling the one by means of which Juan Antonio made Garru prisoner.”

SAN JOAQUIN RAILROAD.—We are glad to perceive a spirit awakening in behalf of improvement and enterprise in our inland communication. The press

enterprise in our inland communication. The press of the great districts of Sacramento and San Joaquin have of late shown a disposition to throw off the lethargy which fetters the mind and action on the subjects of opening facile communication with the mines from the sea-coast, and accommodating the daily increasing wants of the interior. We welcome the spirit as an harbinger of a good work, and trust that they will not permit their efforts to slacken, but with rapid and vigorous strokes keep the iron hot. The following extract is from an able article in the San Joaquin Republican of the 17th inst., and exhibits the amount of business transacted over the route of a proposed railroad to the mines, and the encouragement that would aid such an enterprise :

“We are informed that there are not less than 500 teams trading between the mines and Stockton; that there are some 1500 pack mules; and that there are some 10 or 12 daily stages; that the steamers and sailing craft land at our wharf nearly 200 tons a day of merchandise on the average; and that the trade of the town is increasing at the rate of 100 per cent. every 12 months. There are nearly 100 persons leaving this city daily for the mining regions, and as many entering it from the mines.

“Here we have, at once, an abundance of material to support a rail road—material that is, in every respect, constantly increasing in extent.”