

Greyhounds of the Sea



SEA WITCH

"I must down to the seas again, to the lonely sea and the sky,
and all I ask is a tall ship and a star to steer her by."

CLIPPER SHIP MAIL

In the Golden Age of Sail

In the 1840's there appeared on the oceans of the world the tallest, fastest, most beautiful sailing ships the seas have ever known. They were called Clipper Ships, and with the discovery of gold in California in 1849, and Australia in 1850, they were to play a dominant role in the transportation and communication of the seas.

These wooden vessels were built for speed, with main masts as high as 180 feet, tremendous rigging, and carrying as much as 13,000 feet of canvas sail.

They plied the seas, via Cape Horn and Cape of Good Hope, between Liverpool and Melbourne, New York and San Francisco, establishing records for speed which have never been equalled under sail. They were no strangers to the seaports of the world.

Since the **American owned ships operated without mail contracts**, their letters are stampless unless they were forwarded after entering the mails at the port of call. The **British ships had mail contracts** between Liverpool and Melbourne and the Orient and therefore such letters often have adhesive stamps of various countries.

Most of these ships bore names which clutch the imagining — such as *SEA WITCH - FLYING FISH - STAG HOUND - HORNET - SANTA CLAUS - FLYING CLOUD - CHARIOT OF FAME - CHAMPION OF THE SEAS - YOUNG AMERICA - GLORY OF THE SEAS - HURRICANE - FIERY CROSS* — names that beat upon the remembrance like the night wind against their ghostly sails.

In this exhibit there are covers and letters carried by some of these famous ships including *LIGHTNING*, the fastest of them all — 436 nautical miles in 24 hours.

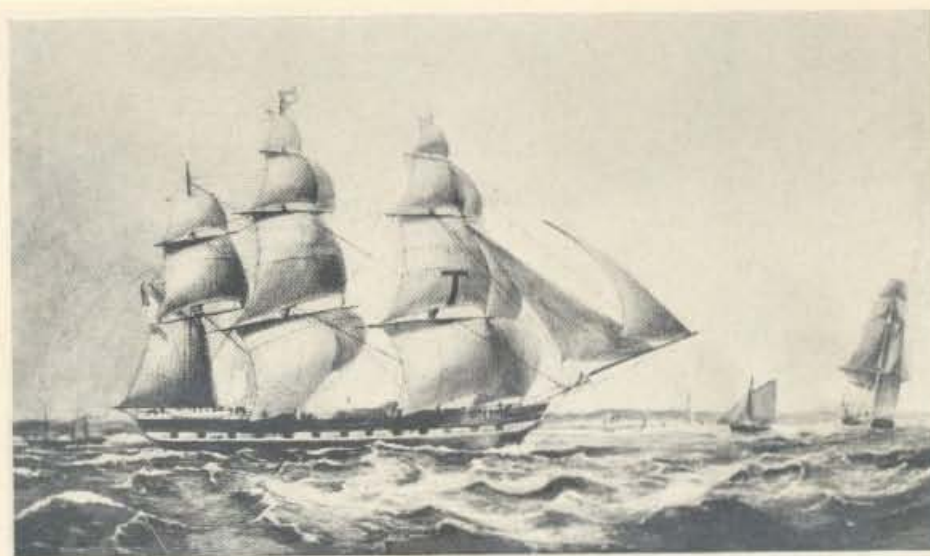
They have all disappeared into the memory of man and not one single wooden clipper of American make remains. The only true clipper ship preserved for posterity is the *CUTTY SARK* of *GREAT BRITAIN*.

The Predecessors of the Clippers



GLOBE Early American merchant sailing vessel with an average of not over 3 knots per hour. A "slow boat to China". It is said that the *Globe* "would beat her head three times against a billow and then fall off and sail around it". Letter is dated at Canton, China on April 16, 1834. It arrived at Philadelphia after a long and tedious journey of almost six months.

The Predecessors of the Clippers



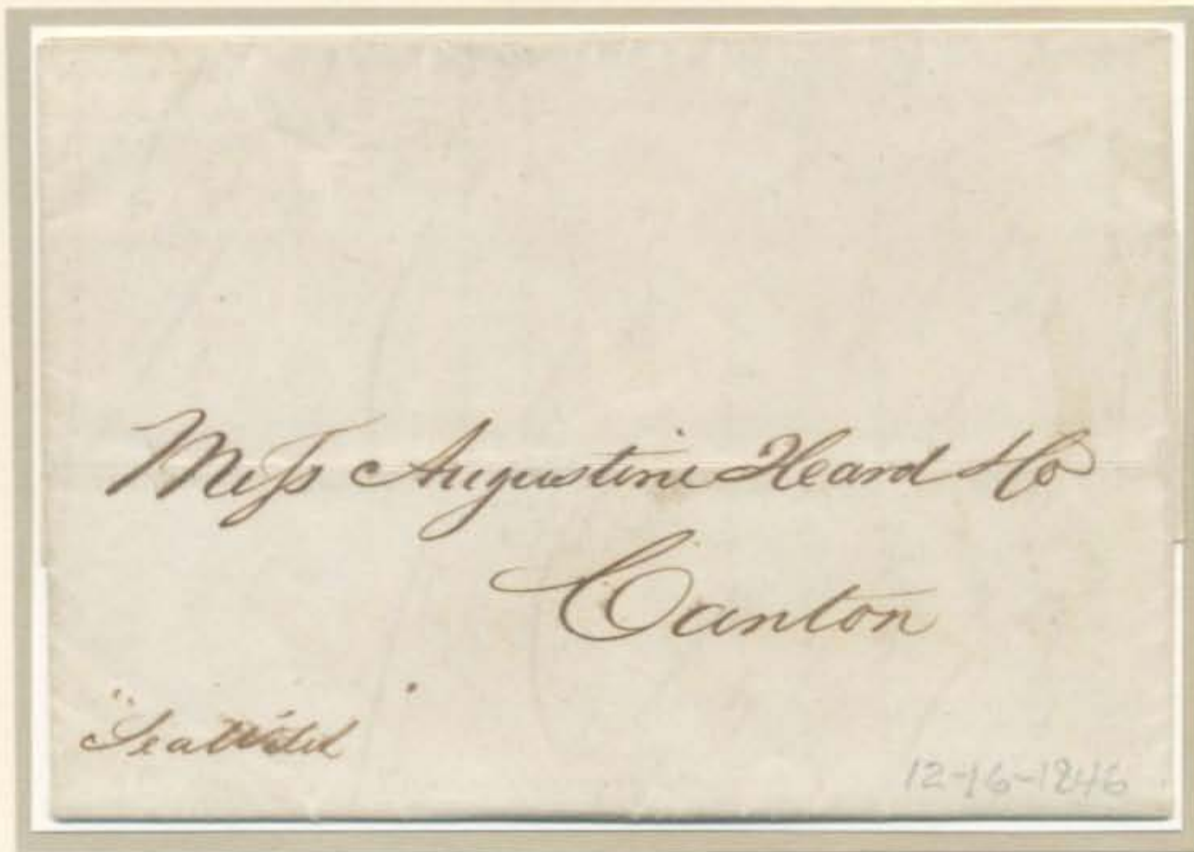
Joshua Bates, One of McKay's First Packets, Built for Enoch Train

JOSHUA BATES 1844/72. Fourth ship built by Donald McKay for Enoch Train's Boston/Liverpool line of fast mail packets. Passed under the British flag in 1862 and thence operated in the Australian trade for Lowe Kong Meng, a Melbourne merchant. Condemned at Mauritius in 1872.

The Company to whom the letter is addressed was owned by Seth Low, the father of A.A. Low & Brother, the owners and operators of many well-known clippers such as the *HOUQUA - ORIENTAL - N.B. PALMER* and the *SAMUEL RUSSELL*.

Letter is dated at London on December 31, 1853 with no arrival date at New York.

Greyhounds of the Sea



SEA WITCH Famed American clipper — 1846/56. Sailed for Canton, China Dec. 23, 1846 on her maiden voyage under command of Capt. R.H. Waterman. Cover *shown above* was carried on this voyage and bears forwarders marking in red on reverse "FORWARDED BY/GOODHUE & CO./NEW YORK." The *SEA WITCH* was 92 days in transit to Canton.

The *SEA WITCH* holds "round the world" record for ships under sail. Cover *shown below* was carried on the last leg of this record voyage from Canton Jan. 8 to New York March 25, 1849, which is also the record time between Canton and New York via Cape of Good Hope.



Greyhounds of the Sea



THE BALTIMORE CLIPPER

ANN McKIM This ship of 493 tons is often called the **first clipper**. She was built at Baltimore in 1833, by Kennard & Williamson, for Isaac McKim and named after his wife Ann. This was the first large ship to have the sharp lines and heavy rigging of the clipper Schooners of Baltimore. No expense was spared in making her the finest and fastest sailing ship afloat. Her sheathings and fastenings were of red copper and her frame of live-oak. The carving of her figurehead and stern was beautiful to behold. Her deck sparkled in the brass of her bells and trimmings which reflected in the polished Spanish Mahogany of her rails and skylights. She mounted twelve brass guns for protection against pirates and marauders in the China seas.

The folded letter is datelined "Onbd Ship 'Ann McKim'/Woosung East Coast of China/Nov. 21, 1845." It was carried by the ANN McKIM to New York where it entered the mails and was rated 6 cents due and then changed to eight cents to pay the ship's fee for a non-contract ship.

Greyhounds of the Sea

SHIP LETTER
OCT 9
1852
MELBOURNE



MARCO POLO One of the first large clipper ships to engage in the Australian/Liverpool trade. She was a Canadian built vessel, constructed by James Smith at Marsh Creek, New Brunswick, in 1850. The *MARCO POLO* was the pioneer clipper of the famous Black Ball Fleet owned by James Baines of London. In 1883 she was beached in a leaky condition on the north shore of Prince Edward Island where she broke in two during a storm and was destroyed. Cover shown above is backstamped "Ship Letter/Melbourne/Oct. 9, 1852" and was received at London December 27th. She was 80 days in transit. A propaganda cover for "Ocean Penny Post."

Greyhounds of the Sea

DISPATCH
LINE FOR

SAN FRANCISCO

HORNET

THE MAGNIFICENT & NEW YORK BUILT CLIPPER SHIP

New loading foot of Wall St., N. Y.
WILL HAVE IMMEDIATE DISPATCH

The speed of this vessel on her former voyage THREE THOUSAND THREE HUNDRED MILES IN ELEVEN SUCCESSIVE DAYS, notwithstanding her topmasts and sailing rigging, accompanied by her fastest crew.

Freight for a few days will be taken at very favorable rates, for which apply to

SUTTON & CO., 84 Wall Street.

HORNET Extreme clipper built by Westervelt & Mackay in 1851. She was destroyed by fire, enroute to San Francisco, on January 11, 1866. The mate had gone below and somehow his lantern caused an explosion. The Captain, two passengers and the crew left the sinking ship in the long boat and two quarter boats. The Captain, in the long boat with 14 others, reached Hawaii in a pitiable condition after 43 days. The two quarter boats, with 16 persons, were never heard from and apparently perished at sea.

The letter shown is from the well-known firm of Augustine Heard & Company trading into China. It was carried from Canton to New York in a record voyage of 60 days via the Cape of Good Hope. At New York it was forwarded to Newport, R.I. The 3¢ stamp paid the forwarding charge and is over a numeral 6 which is the ship rate due on arrival in New York.

6

NEW-YORK
MAR
12

A Hornet
Care Messrs. Newtons. Bro.

24-33 FINEST
33214
37

Benjamin Newton Esq
Care of Messrs. Gordon & Talbot
Newport *New York*

Canton China *R. I.* *1852*

Greyhounds of the Sea

Ship Flying Cloud, Hong Kong, Dec 15th 1861.

My Dear Angelina,

I have been disappointed in not having heard from you during our long stay at this Port, but notwithstanding, will not allow myself to sail home without ~~and~~ writing. The "Flying Cloud" was taken up by the English Govt. for the conveyance of troops, ordnance stores etc, about three weeks since, and will sail for London about the 25th inst. We are to stop at the Cape of Good Hope and St. Helena on our way - at the latter place to discharge some provisions. We shall also stop at Portsmouth on our way up the English Channel to land our troops, and afterwards, stop at Woolwich, (a few miles below London), to finish discharging. We have about 250 troops, and a great deal of ordnance stores.

will do
have to
keep our
formed -
keep out
anything
thing will
the ship will
ordered to
not go to the U.S. however, my impression is, that Capt. W. will leave her, and the command will devolve upon me - my opinion is formed regardless of what the Capt. says. Whatever may transpire, I shall under no circumstances, make



of so think Capt. W. will go in her again. Should she
not go to the U.S. however, my impression is, that Capt. W. will leave her, and the
command will devolve upon me - my opinion is formed regardless of what the
Capt. says. Whatever may transpire, I shall under no circumstances, make

FLYING CLOUD Famed American built clipper by Donald McKay in 1851. Letter written on board the Flying Cloud by the first mate. Notes that the ship has been taken up by the "English Govt. for the conveyance of troops" from China and will fly the "English transport flag" while in that service.

Greyhounds of the Sea

United States Mail Steamship Company,
New York, Ship White Falcon 485

Acapulco, May 26th 1863.

My Dear Angelina,
Your kind favor of May 1st came duly to hand, and, although I have little to write I will not allow the steamer to pass, without sending you a few lines. Here we are, still doing nothing. The "Moses Taylor" has been due here a week, - what detains her I do not know - but I fear some new trouble has occurred relative to

if this is a war, so, the "Taylor" I am anxious to hear of soon, I shall have being injured by the sides are exposed to institution, I shall thing I may wish. and mangoes to send to I have been obliged

SHIP 5



Mrs. A. A. Basford,
Care of Mrs. S. K. Basford,
Corner Post and Mason sts.
San Francisco,
California.

Position of Capt. Bleeker.
S. S. "Moses Taylor."

to eat them myself. I shall try, however, to get some more, when she arrives, and, should this letter reach you by the "Taylor," I want Basford to send onboard, and ask the first Officer about it. I shall try to send a box of mangoes, and a bunch of bananas, which will be addressed to you, because they will take

is in a few hours. I send by her a bunch of my W. A. Counsel at this Post until the return. Just think of this new dignity. William.

128th 10 PM
which hopes will be
man who gave to S.

WHITE FALCON American clipper. Letter written on board by the captain from Acapulco, Mexico and carried by the steamship MOSES TAYLOR to San Francisco, 1863.

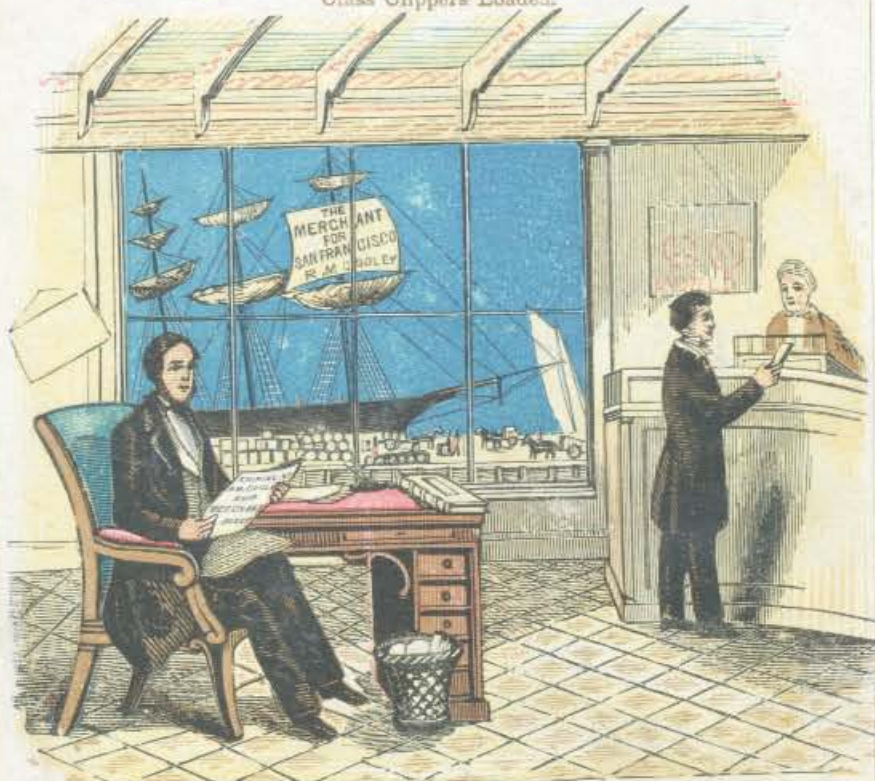
friends in New York and from other communities. Love will be my own

SMALLEST CLIPPER LOADING FOR
SAN FRANCISCO!

ONLY 910 TONS REGISTER.

MERCHANTS' EXPRESS LINE OF CLIPPER SHIPS,

Dispatching more Vessels than any other Line, and none but First Class Clippers Loaded.



The New Boston Built A 1 Clipper Ship

MERCHANT

SPRAGUE, Commander,

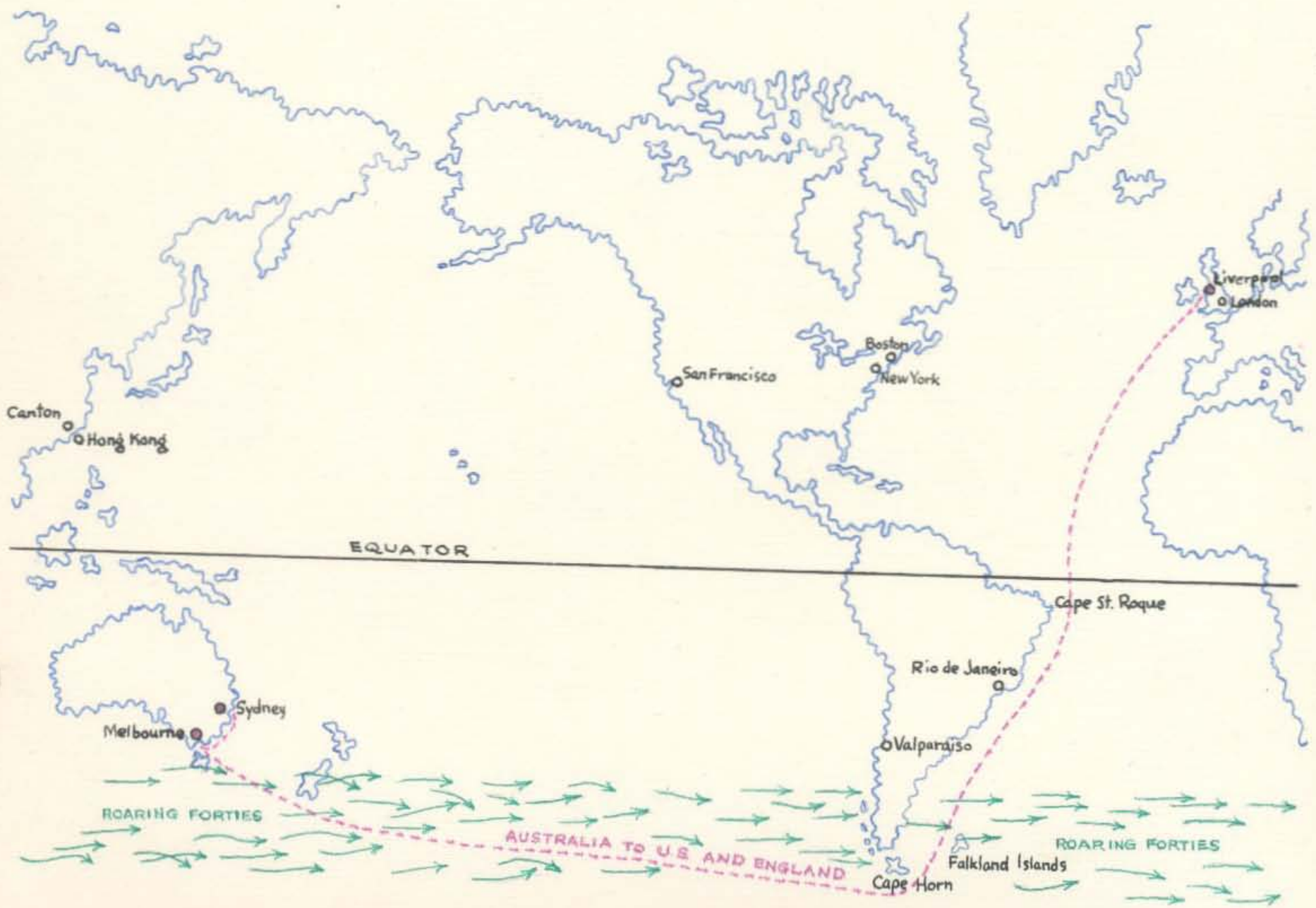
IS RAPIDLY LOADING AT PIER 10 E. R.

This splendid vessel was built this year, expressly for the California trade, and combines the qualities of speed, ventilation and strength. Immediate dispatch may be relied upon.

RANDOLPH M. COOLEY, 88 Wall-st.,

Agents in San Francisco, Messrs. DE WITT, KITTLE & CO.

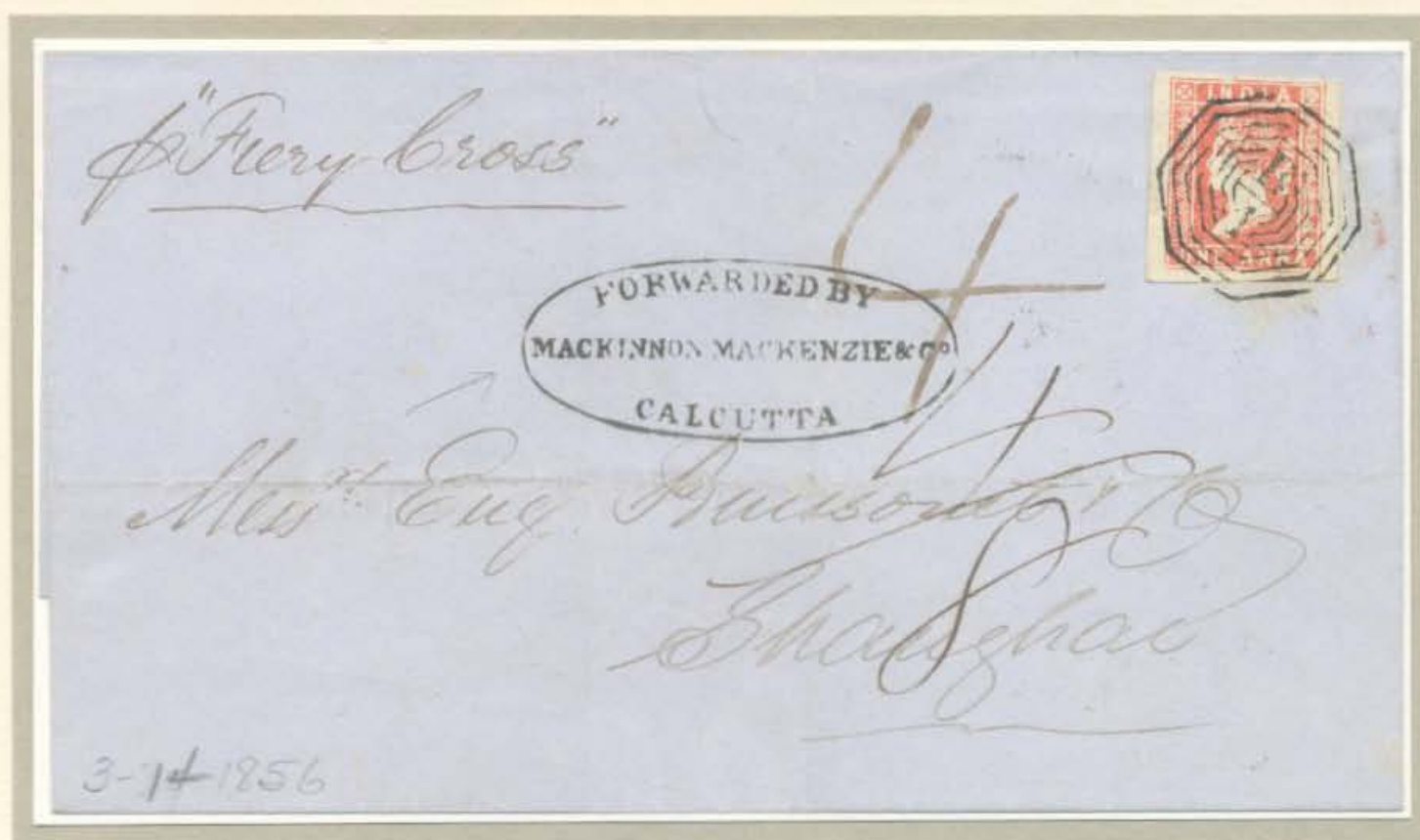
Twenty Buildings.



Greyhounds of the Sea



MARCO POLO This cover originated at Melbourne, Victoria July 19, 1855 and arrived at Liverpool on October 20th. The PAID packet handstamp is struck in *black* when normally it should have been struck in *red*. Black or green was to have been used only on UNPAID ship letters and red was to be used on PAID ship letters. See examples of black and green being used on PAID letters in this exhibit. Note on cover indicates a transit time of "3 Mo. & 3 days."

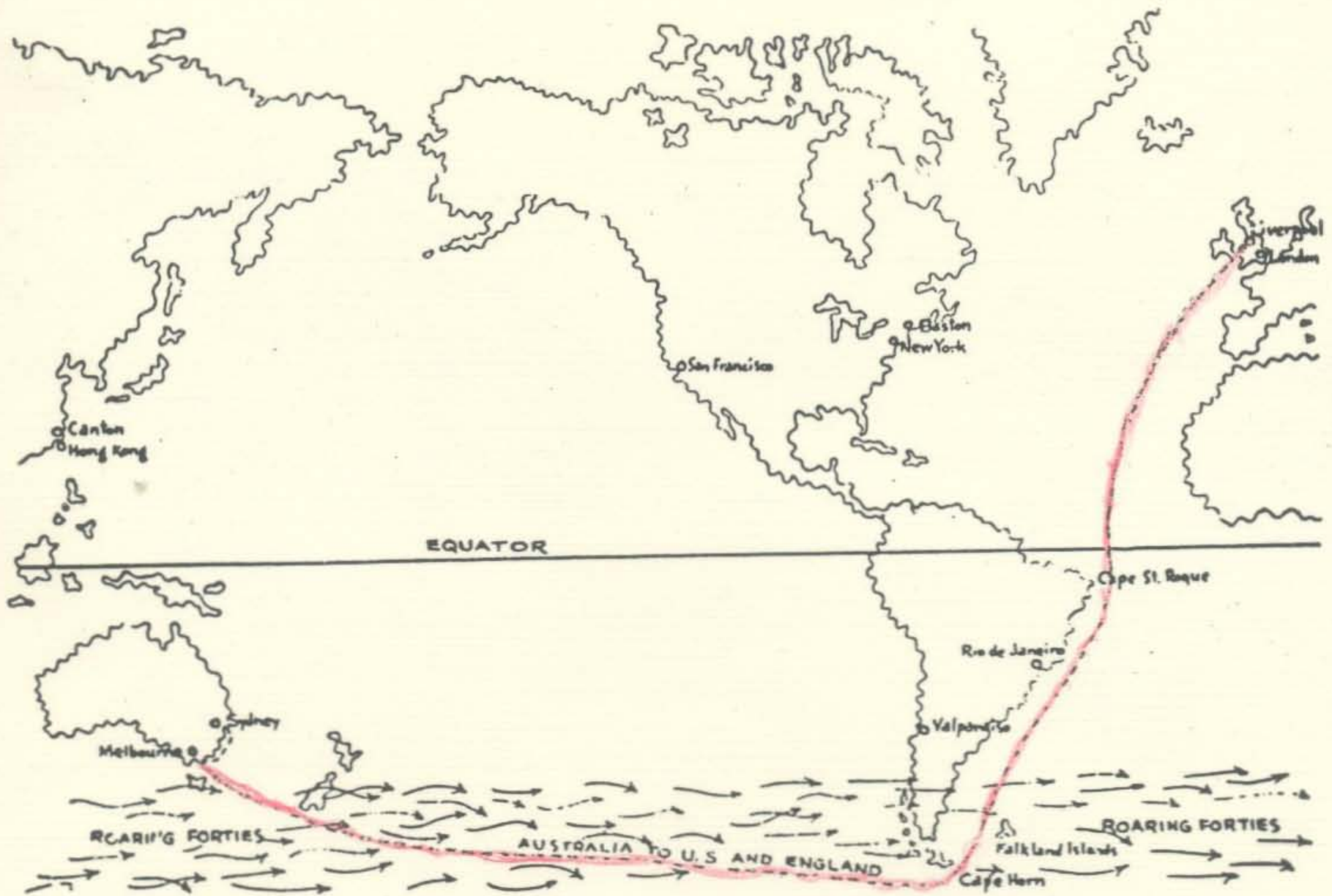


FIERY CROSS British tea clipper of 788 tons. This was the first of two ships to bear this name. She was built in 1855 and was wrecked in the China sea in 1859. The cover shown was carried from Calcutta, India to Shanghai via Hong Kong, March 14th to April 7, 1859.

Greyhounds of the Sea



LIGHTNING This cover originated at Sydney, New South Wales on August 21st and arrived at Liverpool on November 22, 1856. It was ninety one days in transit. The cover is rated double the 9d rate being prepaid in stamps - 1 shilling 6 pence. See the "9d rate" in this exhibit.



Greyhounds of the Sea

With the outbreak of the Crimean war in March of 1854 the steamships, of the P. & O. Line, were taken off the Melbourne/Liverpool run in order to transport troops to the Crimea. The void created by this turn of events was filled by the clipper ships which were bringing emigrants from Liverpool to the Victoria gold rush and bringing the gold back to England.

THE "9d" RATE TO LIVERPOOL 1855-1856

Since the clippers sailed from Melbourne it was necessary that the mail, from New South Wales and the other colonies, had to be carried to Melbourne for connection with the mails for England. In 1855-1856 it was compulsory to prepay the 3d intercolonial rate to Melbourne plus the 6d rate to England which made a total of 9d. The 6d rate was optional and could be prepaid or collect. Actually this 9d was not a published rate but rather the combination of the 3d and the 6d rates.



MORNING LIGHT. The cover above originated at Sydney, New South Wales on the 8th of November 1856. It was carried by a coastal vessel to Melbourne, Victoria where it made connection with the clipper ship MORNING LIGHT for England. This cover is a fine example of the intercolonial shipletter rate being prepaid by a 3d postage stamp of N.S.W. and with the ocean rate of 6d collect as per manuscript "6". See opposite page for two other covers from South Australia and Victoria which were carried by the MORNING LIGHT with all three arriving at Liverpool on February 8, 1857.

Greyhounds of the Sea



MORNING LIGHT Extreme clipper, of 2377 tons, built by William and Richard Wright at Saint John, New Brunswick in 1855. Leased to the Black Ball Line the following year for the Liverpool and Australian trade. She was wrecked in 1889.

The two covers shown were both carried on the return run of the first voyage to Australia for the Black Ball Line. The mourning cover shown **above** originated at Dunedin, Victoria on November 10, 1856 and was placed on board the **MORNING LIGHT** by the Melbourne post office November 11th. The 6 pence postage stamp of Victoria **prepaid** the cover to destination. The handstamped 1d numeral is a British accountancy marking.



The cover above originated at Adelaide, South Australia on November 8, 1856 and made connection with the **MORNING LIGHT** on the 11th for England. It arrived at Liverpool on February 8, 1857 and at London the next day. The cover is clearly stamped **PAID** at Adelaide and at London. The 3d is an accountancy marking of the Adelaide post office.

Greyhounds of the Sea



Blackwall Line of Packets.—For
LONDON direct—to sail in May—
The Magnificent armed Clipper Ship
KENT

A1 at Lloyd's, 1000 tons, George Coleman, commander, belonging to Messrs.
Money Wigram & Sons.

This renowned Blackwall clipper now stands unrivalled in the accomplishment of no less than eight passages to and from Australia, the average duration of which has not been equalled by any vessel afloat.

She will be despatched from this port for London at the time indicated above, and intending passengers should therefore ensure superior accommodation by making timely application at the offices of the undersigned.

An experienced surgeon will accompany the ship.

FARES.

Cabin passage, including wines, beer and spirits ..	80 guineas
Second cabin	£35
Third cabin	£25

For plans of the cabins, dietary scales, etc., apply to W. P. White & Co.,
agents, Wharf.



VAN DIEMANS LAND

KENT A Blackwall Frigate built for Money Wigram & Sons in 1853. Although advertized (see above) as a clipper, she was a small ship of 998 tons without the sharp hull lines, but for her size carried rigging and canvas sail equal to that of a clipper. The **KENT** was one of the fastest and finest ships of her day. She was wrecked on Bareson Head, Geelong, Australia January 1, 1871. The cover shown above originated at Hobart Town, Van Diemens Land on May 29, 1856 and carried to Melbourne where it made connection with the **KENT**. See the Melbourne shipping notice above for 1856, the very voyage on which this cover was carried.

Greyhounds of the Sea



CLIPPER SHIP ARGONAUT

This was a small clipper of 575 tons, built by Samuel Lapham, at Medford, Massachusetts in 1849. Although built for the California trade, she was operated mostly in the New York/China run. Cover shown was carried from Shanghai, March 26, 1857, to New York. No arrival date, but she had gone out to China from Boston in 99 days in the fall of 1856 and this was her return trip. Last record of the Argonaut was in 1866 when she was under the Norwegian flag. The folded letter below is from the distinguished firm of Augustine Heard & Company, well known merchants trading into China.

The grape leaf, on the left, is an original hand-painted leaf from China about 1880.



SHIP LETTER RATED 6 CENTS BY THE NEW YORK POST OFFICE.

Greyhounds of the Sea



WESTERN AUSTRALIA: 1857 cover to England, franked by a pair of the #1 stamp and the #3 stamp of the first issue. No date of departure from FREMANTLE, but arrival dates of Sept. 24th in London and the 25th in KETTERING. If it had been carried by a clipper ship, it most likely would have been routed similar to the cover shown below. I have never seen a cover out of Western Australia that could be identified as having been carried by a clipper.

SOUTH AUSTRALIA: Cover below carried from ADELAIDE "per WHITE SWAN" to Melbourne, thence per BOMERANG" to Liverpool, where it arrived Sept. 19th and thence to Stirling, Scotland Sept. 21, 1855. Having left Adelaide on May 25th, it was 120 days in transit. SEE WHITE SWAN and BOMERANG in this exhibit.



Greyhounds of the Sea

Callao Oct 11th 1856

Messrs Magoun & Son

Gentlemen

This will advise you of the safe arrival of your Ship Herald of the Morning at this Port on the evening of the 8th but was prevented from gaining on account of the fog to the Bay by my Ship but feel we can and was is now that we as bright as when we came on board. but the ice will turn out

at 7.30 AM we Stays to be the day a passing load of lumber but it allas. every thing feet condition

Messrs Magoun & Son

Boston

Wm

U.S. States



Nov. 7, 1856



HERALD OF THE MORNING Medium clipper built by Samuel H. Pook at Medford, Mass. in 1853. Had a long and varied career ending up under the British flag in 1890.

The letter shown was written on board the Herald, by its Captain Otis Baker Jr., three days after arrival at the port of Callao, Peru. He reports to the ship's owners, Magoun & Son, that the cargo is in perfect condition "but the ice will turn out minus as we are 1 foot lighter than when we left". [Part of the cargo was New England Pond Ice packed in sawdust. In those days ice was shipped to ports all over the world and during the Gold Rush San Francisco saloons advertised that they served New England Pond Ice with all their drinks.] Also reports competition is so keen the "Masters wearing their revolvers and ready to shoot one another", and that the clipper ship **ORIENTAL** has arrived after losing men and part of the ship's top gallant sail during a violent storm.

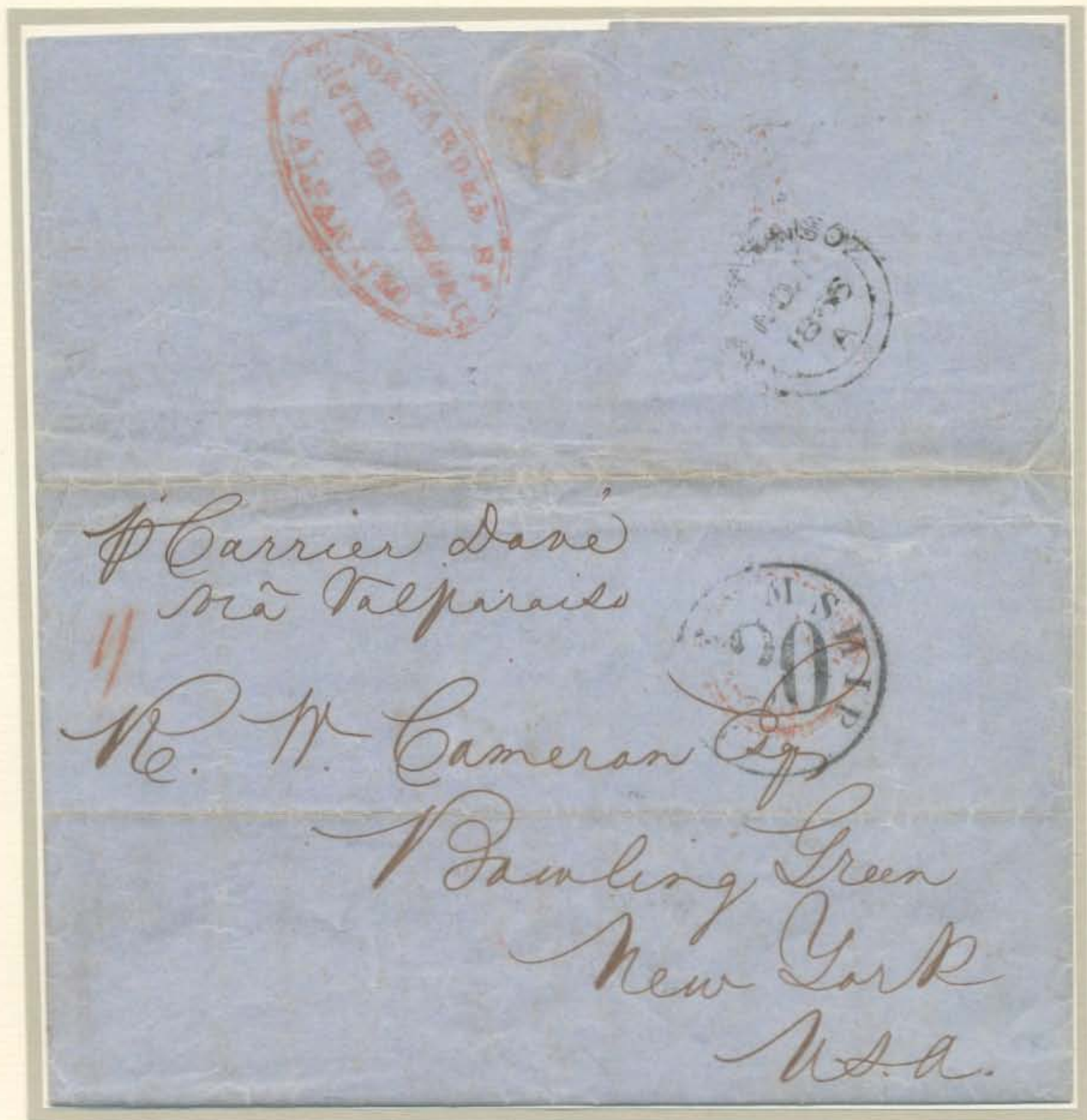
In the second letter, Nov. 7, 1856, he reports that he is enroute to the nearby Chincha Islands to load guano. [The droppings of vast hordes of sea-fowl on those arid islands created a rich fertilizer known as guano.]

In 1859 the *Herald* was rammed by a sperm whale off Cape Horn and was just able to make it to the nearest port.

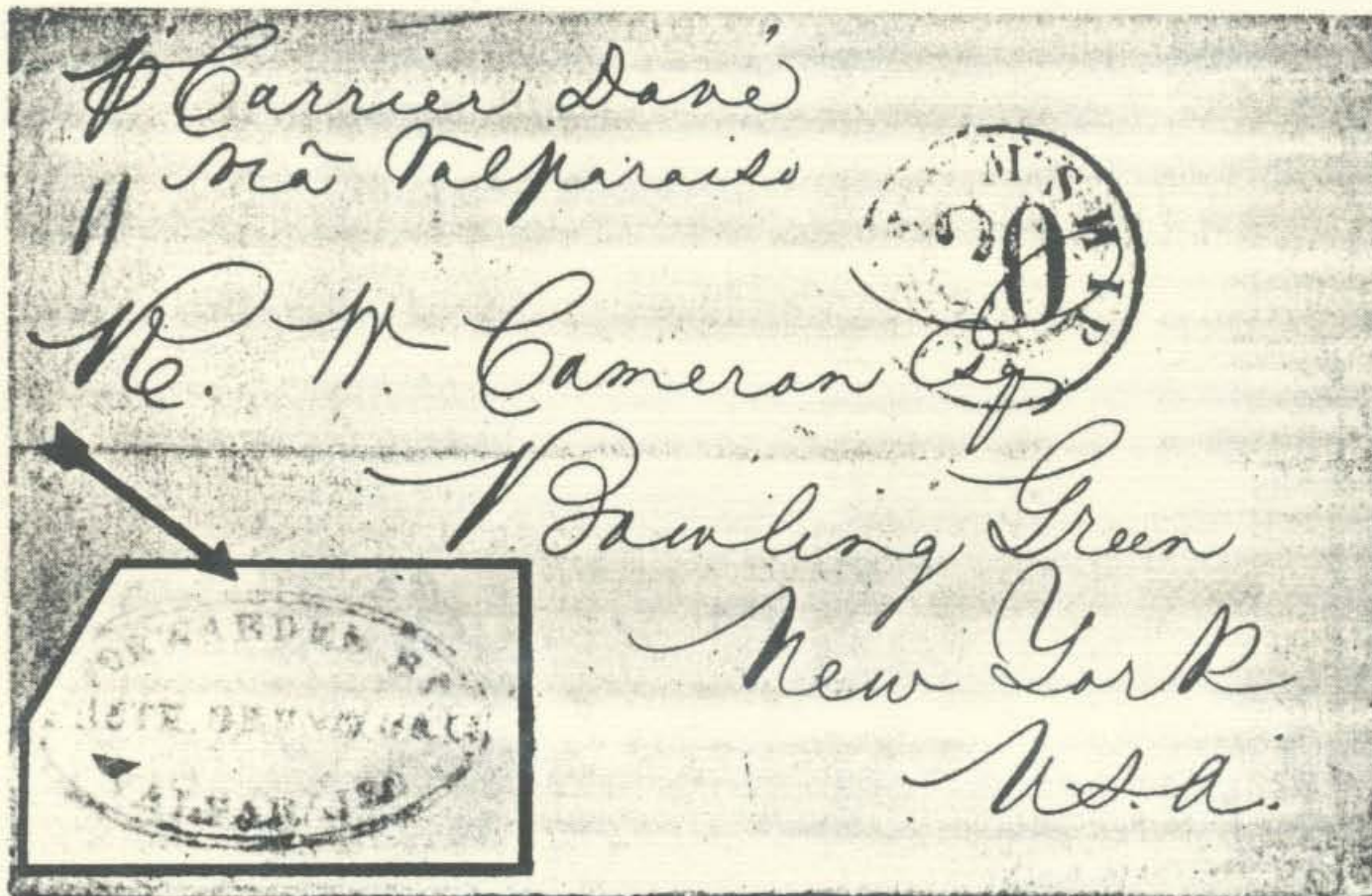
Greyhounds of the Sea



CARRIER DOVE This cover was carried outside the mails from Australia to Valparaiso, Chile. At Valparaiso the British Post Office charged 1 shilling for handling and forwarding to the United States via Panama. The crown paid handstamp, of the British Post Office, appears indistinctly under the STEAMSHIP 20, which in turn was the U.S. rate from Panama to New York.



COVERS with a story



Transpacific - 1856

Even today there are no regular sailings between South America and Australia. Europe to Australia via Panama had to wait until the opening of the canal in 1915. Thus, covers of the last century having a transpacific route are rare. The cover shown, addressed to New York, originated in Melbourne South Australia 12th September 1856. It was carried the 8000 mile Pacific journey by H.M.S. Dove to Valparaiso in 58 days, an average of just over 5 knots. The Dove, on a world trip, was a wooden gunboat with sail and auxiliary coal fired steam engine with one propeller. It was the second of the ALBACORE class built by Pitcher and launched at Northfleet in November 1855, 106ft in length and 22ft beam. It carried, as armament, one 68 pounder, one 32 pounder and two 20 pounder guns and was eventually sold, in Shanghai in 1873, into private hands.

The sender of this cover paid 1/- for it to be carried by the Dove. On arrival at Valparaiso it was handed in to the British P.O. and received the black Valparaiso double arc stamp Nov. 11, 1856. It then received (very faint) the crown circle "Valparaiso paid" in red and was handed to the British forwarding agent who applied a three line in double oval stamp, also in red:-

FORWARDED BY
F. HUTH GRUNING & CO.
VALPARAISO

There is no arrival date and no way of proving whether it travelled by P.S.N. Co. - with a rail crossing of the Isthmus and a further sail to New York or whether it went round the Cape, possibly to Buenos Aires, by P.S.N. Co. and picked up a U.S. boat to New York. On arrival in New York it received the black 20 in circle N.Y. STEAMSHIP hand stamp, denoting 20 cents due from the recipient.

CARRIER DOVE American clipper — 1855/76. The above article on this cover is a product of the imagination and not of research and factual information. Here are the facts: "**CARRIER DOVE** — Capt. Corner, arrived Valparaiso, Chile Oct. 23, 1856, from Melbourne, 32 days" **Greyhounds of the Sea**. The cover was then turned over to F.H. Gruning & Co., who in turn placed it in the British post office at that port. It was then carried to Panama by a British mail boat where it was given to a U.S. Steamship and carried to New York.




Greyhounds of the Sea

The clippers were well advertised.
See CARRIER DOVE in this exhibit.

COLEMAN'S CALIFORNIA LINE for SAN FRANCISCO.

THE FAVORITE A 1 BALTIMORE CLIPPER SHIP



CARRIER DOVE

JACKSON, Commander, is now rapidly loading at Pier 13 E. R., foot of Wall Street.

This elegant vessel comes to bat forth with a large portion of her cargo on board, and having heavy engagements, will have quick dispatch. The accuracy of her courses on previous voyages ought to make her the favorite route of the Coast. For balance of freight, apply to Agents at San Francisco, Mexico, Wm. T. Coleman & Co.

WM. T. COLEMAN & CO., 161 Pearl St., near Wall.

Brooklyn N.Y.
Box 1473
Mr. William S. Fowler





SHIPPING LIST.

NOVEMBER 19, 1855.

NO. 39.

Directory Cards.

Commission Merchant, Agent
Sellers, Banker, in Paris,
street between Sansome and
Battery street.

HAINES & CO., Commission
Merchants, 110 and 112 California

HASTLER, Lloyd's Agent,
115 & Co. Manchester, Eng. 83

CHARLES C. & CO., General

REFERENCES:
Gibb & Co.,
Presbrey & Co.,
Guy, E. & Co., 11

F. M. RANDALL
RANDALL & CO., Wholesale
Merchants, No. 60 California street,
San Francisco, Cal. 9

Agent New York Un-
ion Merchants Exchange, corner
of Front and Battery streets, San Francisco

E. D. & Co., Commission Mer-
chants, Fire proof Granite Building,
Battery street. 7

LER & HYMAN, Merchan-
turers, corner Sacramento and
up stairs. 10

JOHN Y. & CO., Dealers in
and Domestic Hardware,
and Window Glass, Sansome sta-
ment. 7

EN BROTHERS & CO., Com-
mission Merchants, California street.

ANN, PICK & CO., Importers
Commission Merchants, Clay sta-
ment and Battery.

HUEMANN, Commission
Merchants, 70 California street, be-
tween Front and Battery. 31

D. & CO., Importers of Hard-
ware and Agricultural Goods; corner
Merchant streets.

GEORGE, Importer and Deal-
er in Foreign and Domestic Fruits,
specimens, &c., corner of
Merchant streets, San Francisco. 25

L., Auction and Commission
Merchants, Fire Proof Brick Store, 21
two doors from Clay,
Monday, Wednesday, and Fri-
day. 28

EUGENE & CO., Importers and
dealers in Foreign and American Dry
Goods, Sansome, corner of Sac-
ramento. 3

FEUERSTEIN, Commission
Merchants and Importers, corner of
Davis streets, San Francisco.

P., Commission Merchants
in Flour, Grain, Groceries,
&c., No. 6 Clay street Wharf, op-
posite San Francisco. 17

UX, GALLEY & CO., French
Merchants, corner of Battery and Wash-
ington streets, Agents for
Mareuil,
Convet,
Mottier Travers,
& Co's } Cognac. 21

Z. A. KEATY, J. J. MCGOWAN,
& CO., General Commission
Merchants, corner Broadway and Bat-
tery streets, San Francisco; Fire proof Ware-

Directory Cards.

SCHWABE, H. M. & CO., Commission
Merchants, 187 and 189 Sansome street,
between Pacific street and Broadway; and
Battery street, corner of Union. 7

W. E. SAWYER, SILAS W. JOHNSON,
SAWYER, JOHNSON & CO., Importers
and Dealers in Paints, Oils, Window
Glass, &c., Nos. 107 and 105 Front street,
Brick Store next to corner of Washington
street, San Francisco. 20-1m

J. J. SOUTHGATE, D. C. MITCHELL,
SOUTHGATE, J. J. & CO., Ship Chand-
lers, Grocers and Provision dealers;
Cross' iron building, Battery street, between
Jackson and Pacific. Refer to Hussey, Bond
& Hale, Dickson, DeWolf & Co., Rogers &
Fullerton. 15

SOUTHGATE, J. J. & CO., Marchands de
Navire, Epiceriers, La rue Battery entre
des Jackson et Pacific. S'en referer a
Hussey, Bond & Hale, Dickson, De Wolf &
Co., Rogers & Fullerton. 45

S. C. SHAW, J. R. REED,
SHAW & REED, Shipping and Commission
Merchants, Front street, between Jack-
son and Pacific streets. 1

Represented in Boston by
Messrs. Reed & Wade.
In New York by Wellington & Abbott.

TREADWELL & CO., Importers and
Dealers in Hardware, Farming, Mechan-
ic and Mining Tools, corner of California
and Battery streets, San Francisco. 25

TAGLIARUE'S, F., (formerly of E. & G.
W. Bunt's, New York.) Navigation
Warehouse, 122 Front street, corner Oregon,
San Francisco, Cal. Charts, Sextants, Quad-
rants, Compasses, Telescopes, Barometers
and Steam Gauges, Spectacles, Marine and
Opera Glasses. All instruments in the above
line for sale, and repaired at a small advance
on New York prices. Chronometers re-
paired and rated at the San Francisco Ob-
servatory. 31

A. L. TURBS, H. TURBS,
TURBS & CO., Importers and dealers in
Ship Chandlery, and Ship and Steam-
boat stores, 139 Front street, between Jack-
son and Pacific, San Francisco. 15

W. L. TURBS, H. TURBS,
TURBS & CO., Importateurs et fournis-
seurs de navires et paquebots a vapeur, 139
Rue Front, entre Jackson et Pacific, San
Francisco. 6

WALSIL, S. T., Real Estate and Mone-
tary Agent, Office 153 Montgom-
ery street.
Particular attention paid to the buying and
selling of Real Estate, and negotiation of
loans. 30

WARDWELL, C. O. & CO., Commission
Merchants, successors to Soole, Ward-
well & Co., California st., below Front. 7

WHITE & WILSON, Commission Mer-
chants, fire-proof brick building, Mer-
chant street, bet. Sansome and Battery. 32

W. H. WOOD, CHAS. G. WEST,
WOOD & WEST, General Commission
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10 A. M.

General Merchandise, Fancy Goods, &c.—
FRIDAYS, at 10 A. M.

Notice.—Account of sales and cash
paid on the evening of each days' sale, if
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Liberal advances made on consign-
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W. W. HAYNES, WILLET & DOTY,
HAYNES & DOTY,

Shipping and Commission Merchants,
California street, between Front & Davis. 18

H. F. EDWARDS, W. J. BAILEY,
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EDWARDS & BAILEY,
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SAN FRANCISCO AND HONG KONG. 16

SHERWOOD & NEWELL,
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Represented in New York by
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17

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WILLIAM T. COLEMAN & CO.,
Shipping and Commission Merchants,
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OFFICE..NO. 91 WALL STREET,
NEW YORK. 19

J. W. BINGHAM, A. REYNOLDS,
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Office No. 101 Wall Street,
NEW YORK. 23

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15

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SAN FRANCISCO. 11

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Storage at Reasonable Rates,
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Banking Notice.

I HAVE THIS DAY ESTABLISHED
a House in this city for the purpose of
conducting a General Banking, Exchange
and Agency Business, under the firm of
PARROTT & CO.,

and have associated with me WALTER B.
COMSTOCK, Esq., of this city.

JOHN PARROTT,
San Francisco, Sept. 10, 1855. 34-1m

JOHN PARROTT, WALTER B. COMSTOCK,

PARROTT & CO.,

BANKERS,

Corner Montgomery and California sts,

34 SAN FRANCISCO.

F. ARGENTI, CAVALLIER & CO.

THE HOUSE OF F. ARGENTI
& CO. has gone into liquidation, and
the resident partner, Mr. ARGENTI, has
opened a new house, under the name and
style of F. ARGENTI, CAVALLIER & CO.,
for the transaction of a general

Banking and Exchange Business.

They have removed to the building on the
south-west corner of Montgomery and Wash-
ington streets, and are now prepared for
business.

88 F. ARGENTI, CAVALLIER & CO.

DREXEL, SATHER & CHURCH
HAVE REMOVED TO THE NEW BANK-
ING HOUSE.

Southwest Corner of Battery and Clay Streets.

DREXEL, SATHER & CHURCH,

BANKERS,

CORNER OF CLAY AND BATTERY STS.

DRAW AT SIGHT ON

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J. W. Clark & Co., - Boston;
Drexel & Co., - Philadelphia;
Johnston Brothers & Co., - Baltimore;
A. J. Wheeler, Esq., - Cincinnati;
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Also—Drafts on Stuttgart, and Frankfort-
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Purchase Certificates of Deposit and other
Exchange at current rates, and transact a
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P. SAT. EM. } San Francisco.

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PALMER, COOK & CO.,

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(Fronting the Plaza.)

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Buy and sell Exchange on all the
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Bullion, Certificates of Deposit, &c., bought
at highest market rates.

Collections made, and all business con-
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JAS. H. LUCAS, HENRY S. TURNER,

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HENRY L. PATTERSON, BENJ. S. NISBET,

St. Louis, San Francisco.

LUCAS, TURNER & CO.,

BANKERS,
Corner Montgomery and Jackson streets.
Draw at sight or on time in sums to suit on—

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IMPORTER AND DEALER IN
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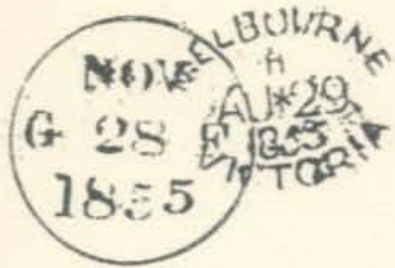
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ABCDEFGHIJKLMNOPQRSTUVWXYZ

William T. Coleman

COLEMAN, William T., pioneer, born in Cythiana, Kentucky, 29 February, 1824. He went to San Francisco in 1849 and engaged in business as a shipping and commission merchant. During 1850 and the early part of 1851, lawlessness, from which San Francisco, even at the height of the first gold excitement of 1849, had been surprisingly free, became frequent and aggressive. The regular courts, meanwhile, proved to be ineffective. The result in February, 1851, was an outburst of popular indignation against crime. Robbers had assaulted and badly injured a well-known merchant, Jansen, in his place of business; and two men were arrested on a mistaken suspicion that they were the assailants. On 22 February a crowd of indignant citizens undertook to get these men out of the hands of the jailer and execute them, but the attempt was for the moment

Greyhounds of the Sea



WHITE STAR Canadian built clipper of 2339 tons in 1854. Flag ship of the White Star Line, operating in the Liverpool/Australian trade. Cover is prepaid by a strip of three of the 2¢ stamps of the 1854 issue of Victoria. **WHITE STAR** sailed from Melbourne on August 30th and arrived in Liverpool on November 27, 1855. PAID LIVERPOOL SHIP date-stamp of November 27 1855 on front. Back-stamped MELBOURNE August 29 and Edinburgh, Scotland November 28, 1855.



BLUE JACKET American clipper of 1790 tons, built by Robert E. Jackson at East Boston in 1854. Operated in the Liverpool/Australian trade for the White Star Line. Caught fire and abandoned off the Falkland Islands in 1869. Figurehead of the boat was that of a sailor, which washed up on the coast of Western Australia two years later. Cover originated at STROMNES FEB 23 1855, via LIVERPOOL MAR 2 1855 to MELBOURNE VICTORIA JY 26 1855. Letter "Missent", then Forwarded to "Hepburn" and returned to Melbourne ADVERTISED/AND/UNCLAIMED. Prepaid in 2d stamps of the 1854-55 issue. Apparently one stamp has fallen off. Endorsed "P Clipper Blue Jacket".

Greyhounds of the Sea



ISABELITA HYNE Clipper Barque built at Philadelphia in 1846. She operated in the New York/California/Orient trade until lost, near San Francisco on January 8, 1856. She made some record runs with the great clippers of her day. Letter is dated at Manila, November 10, 1854 and reports the arrival of the American clipper **STAG HOUND** from Hong Kong. She was seventy two days in transit to San Francisco.



INVINCIBLE Extreme clipper 1851/67. Built by Wm. H. Webb at New York. It operated in the California/Australian/Liverpool trade for the White Star Line. She caught on fire while loading at the dock in Brooklyn on September 11, 1867 - a total loss.

Cover was carried from Geelong, Victoria, January 24, 1856, to London May 12, 1856 - a voyage of 108 days.

Greyhounds of the Sea



OCEAN CHIEF British clipper designed by Samuel H. Pook and American built for James Baines of London. Cover shown above was carried from Hobart Town, Van Diemens Land (now Tasmania) to London where it arrived on May 22, 1856, after a voyage of about 90 days.

Cover shown below originated Melbourne November 26, 1856 and arrived at Liverpool on February 23, 1857 after a voyage of about 88 days.



THE NEWS LETTER OF AUSTRALASIA.

A NARRATIVE TO SEND TO FRIENDS.

NO. 36, AUG., 1859.
TWO SHEETS UNDER HALF AN OUNCE.



PORT PHILLIP HEADS.



Handwritten text in cursive script, partially obscured by the illustration.

Greyhounds of the Sea



CHAMPION OF THE SEAS. This is a duplicate of a letter which was sent via the clipper ship *SPRAY OF THE OCEAN* on Feb. 20, 1856. It is postmarked at DUNDEE/PAID/MR 5/1856. (Scotland) and carried by the *CHAMPION* to Launceston, Van Diemen's Land, where it arrived June 7th. Letters to the Australian Colonies are scarce. People back in England paid little attention to the names of ships sailing to Australia.

LIGHTNING. Cover below originated at Sydney, N.S. Wales on April 7, 1855 as per postmark on reverse. On arrival at Liverpool June 30th it was stamped **INSUFICIENTLY STAMPED** and rerated "12" and the "6" scrolled out. The 3 pence adhesive paid the intercolonial rate and the 6 pence the rate to England. **APPARENTLY** the letter was overweight or the additional 6 pence was for postage via Hamburg where it arrived July 4th and thence to Denmark July 6th.

Greyhounds of the Sea

Honam Temple, Opposite Canton, China,
Oct^r 4. 1848.

My Dear Sir,

Your kind letter with a present of

Adkps. G
accept m
gloves m
Mrs. Ball
of the Pr
of service
which a
now m
a residen
the high



Please
and the
air to
Mr. Spear
will be
chade,
I am
tain
ment of
od, as a

last resort I retire to a Buddhist monastery.
There are 150 priests in this temple, all shaven heads,
no cues & wearing long, loose robes the uniform of
the Buddhist priests. I hire rooms of an ex-abbot
at 1. \$10. who is very friendly to me. I pay

SAMUEL RUSSELL American clipper built in 1847, by Brown & Bell at New York, for A.A. Low & Brother. It was named after the head of the house of Russell & Company, trading into China. The firm of Low & Brother continued to operate the *RUSSELL* until Nov. 23, 1870 when she was wrecked on a reef in the Straits of Gasper.

The letter shown is dated at the **Honam Temple, Opposite Canton, China, Oct. 4, 1848**. It is written by S.W. Bonney, missionary for the American Board of Commissioners for Foreign Missions, to China. He states that he is living in a Buddhist temple until he can make other arrangements. "No missionary has ever resided on this side (of Canton) before ... I am not allowed to preach here, but can converse, give away books (religious tracts), & associate with the priests." He calls the priests "slaves of the Devil" and "A company of well fed fat men." A very long and descriptive letter.

Competitors of the Clippers

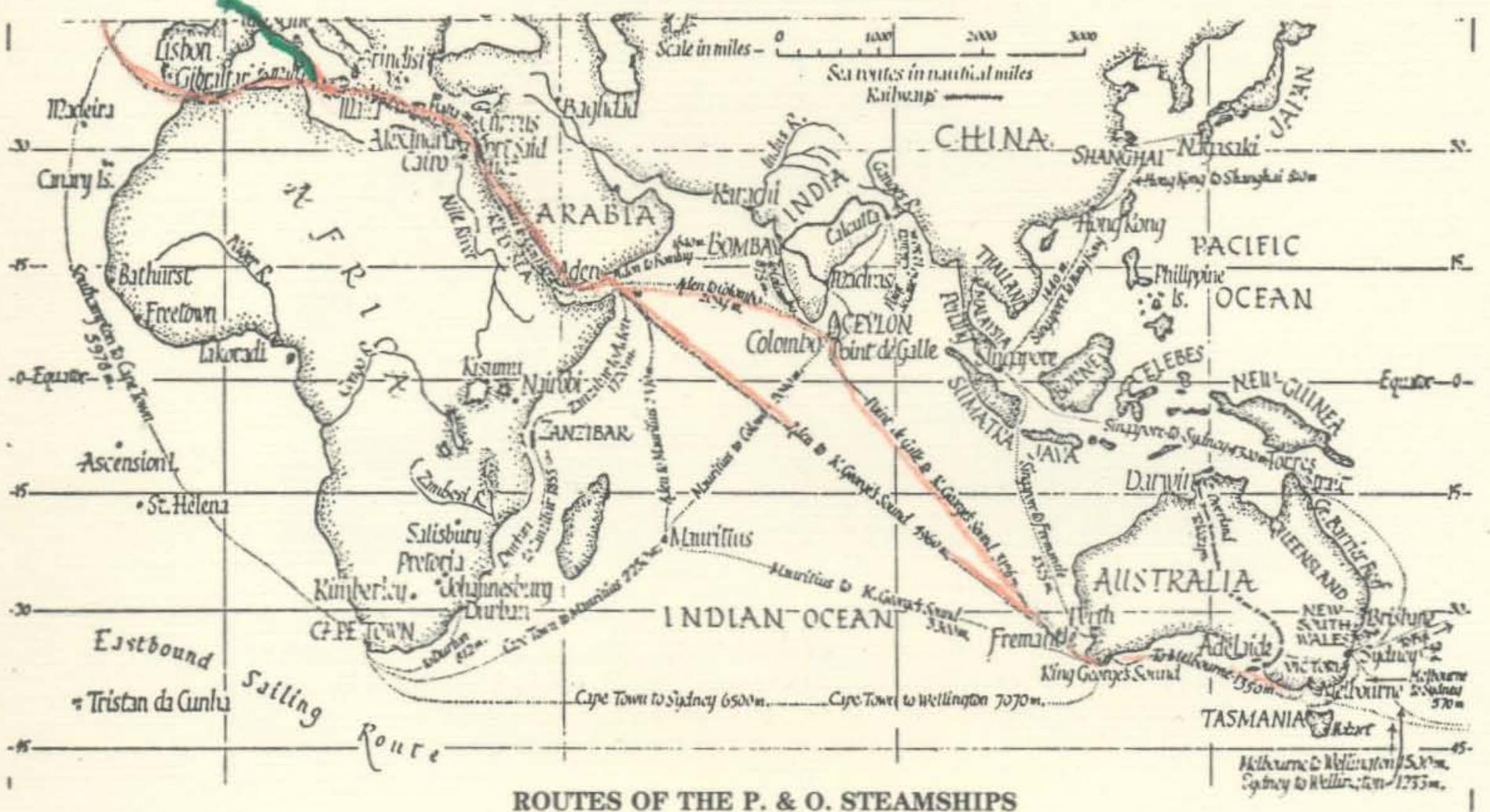


Competitors of the Clippers

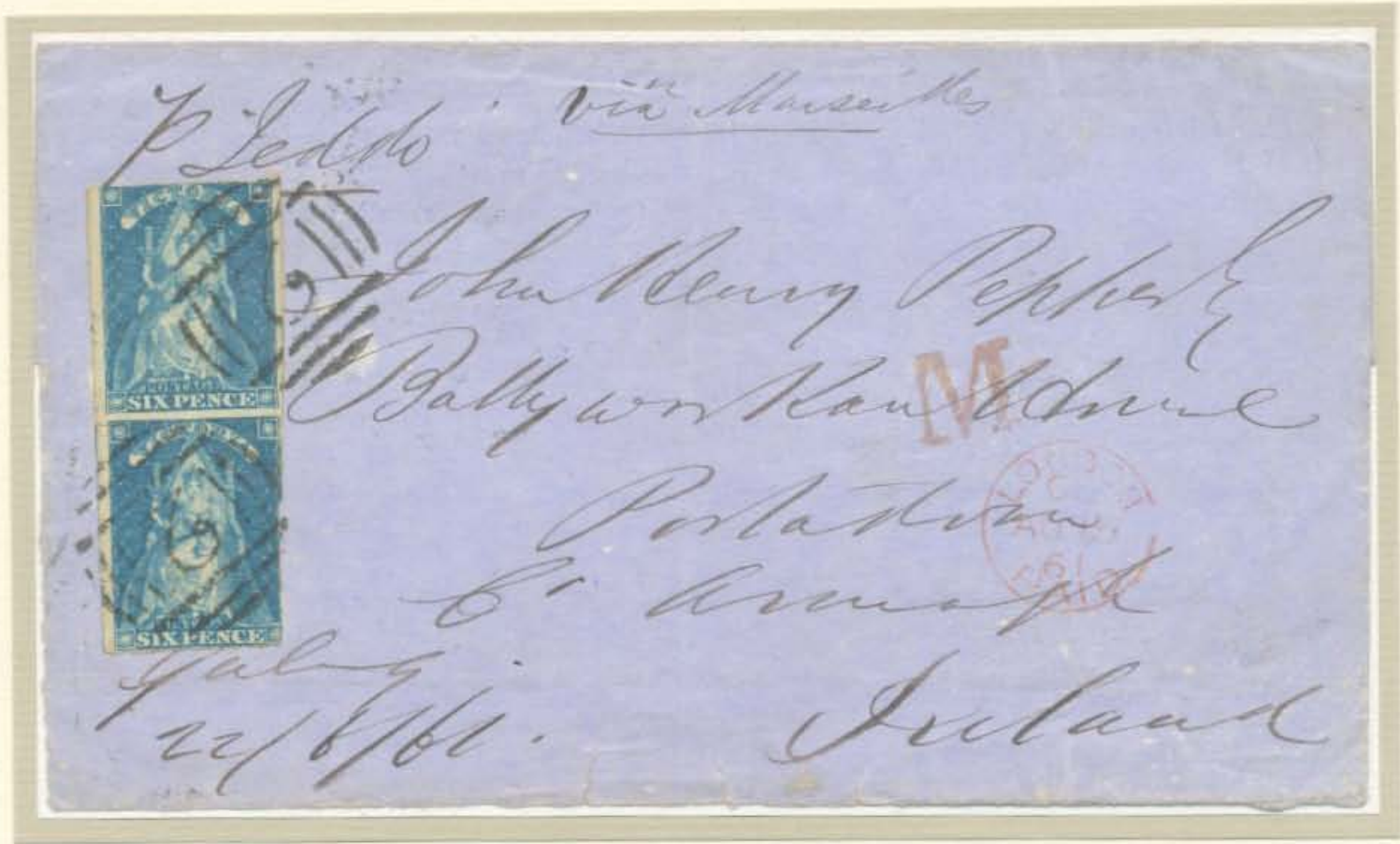
COLUMBIAN & EMEU were among the early steamships with auxiliary sail to enter the Australian trade. Although it would be several decades before these steamships could equal the speed of the clippers the end was in sight. Clipper days were drawing to a close by the 1860's. Few vessels built of wood could survive the twisting, wracking leverage of the immense spars for more than a few years. Most of the great voyages had taken place in the 1850's.



Competitors of the Clippers

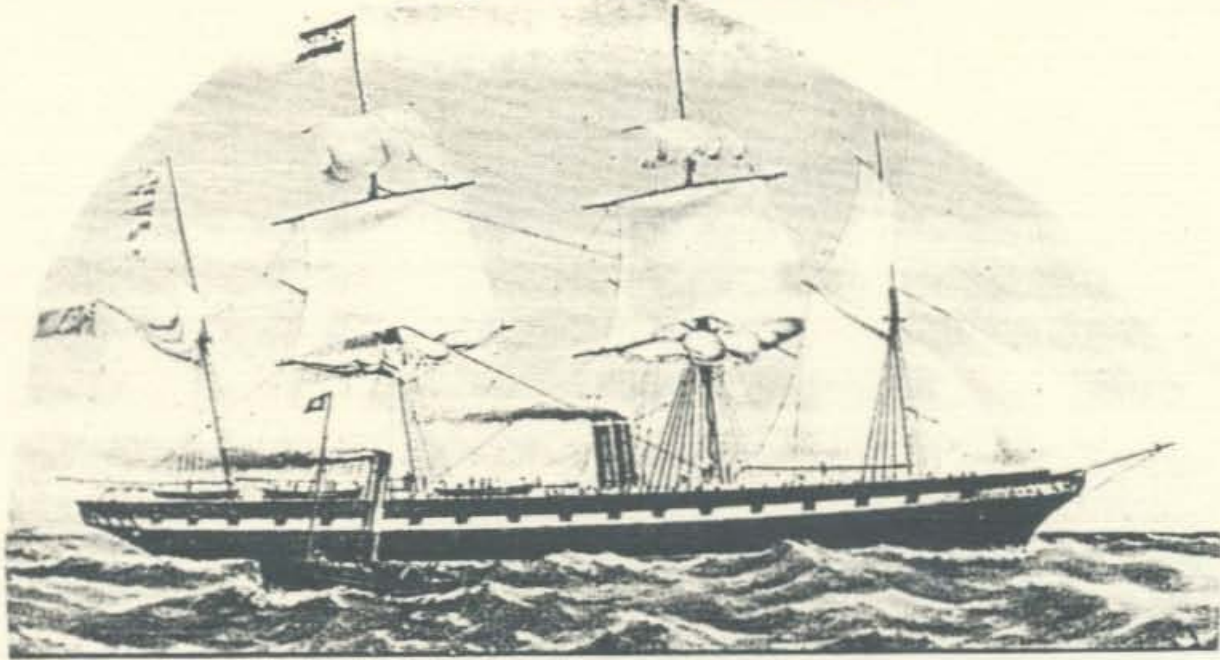


- Melbourne to London via Aden to Suez. Thence by land to Alexandria, Egypt and then by ship, via Malta and Gibraltar to England.
- Melbourne to London via Marseilles, France. Same as above to Alexandria and thence by ship to Marseilles. Then overland to the English Channel and again by ship to England.



JEDDO P. & O. screw steamship with auxiliary sail. Cover carried from Geelong, Victoria to London via Marseilles. June 25 to August 15, 1861.

Greyhounds of the Sea



S.S. GREAT BRITAIN. When built in 1843, she was the largest steamship in the world. She was 322 ft. long, with a tonnage of 3270 and carried auxiliary sail. Built with six masts, she was reduced to three by the time she entered upon the Liverpool/Australian trade in 1853/1880.



Cover shown above originated at Sydney, New South Wales on May 15, 1857. Originally it was routed "pr Simla / via Southampton" and then crossed out to "p Great Britain / via Melbourne". With arrival date of August 22 in Liverpool and the 24th in Edinburgh, Scotland, the cover was 102 days in transit. The two six pence stamps indicate a double rate.

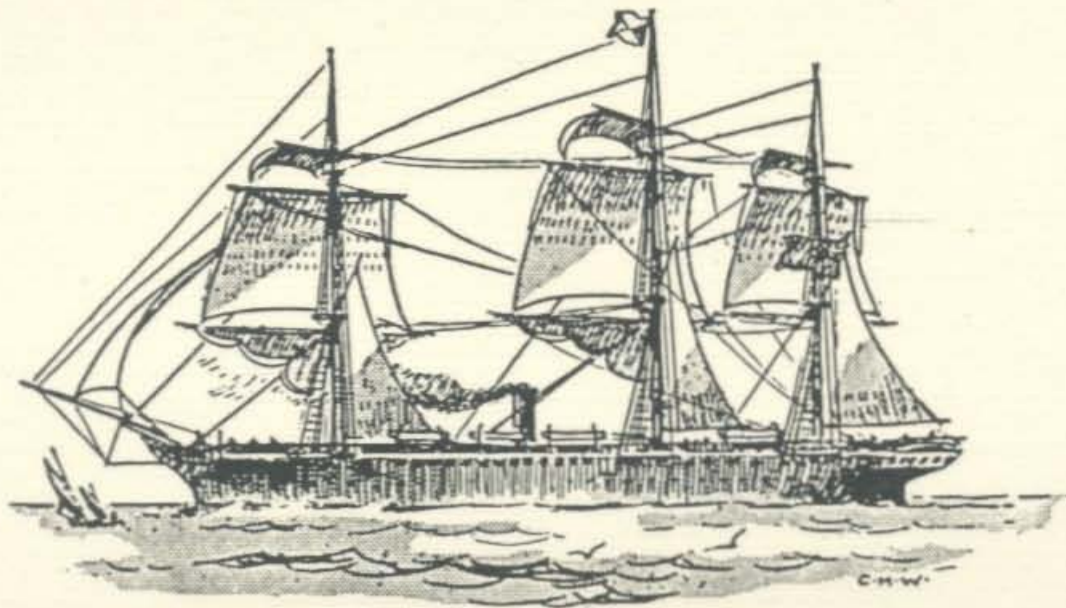
Competitors of the Clippers



CANDIA This was a P. & O. steamer with auxiliary sail built in 1854. She operated mainly on the Calcutta/Suez run via Marseilles.

The cover shown was carried from Calcutta, November 9, 1859, to London via Marseilles. It was prepaid by stamps from India to England and then forwarded to Boston via *British Packet*, where it arrived on December 15th. On arrival in Boston it was rated 5¢ U.S. collect.

Competitors of the Clippers



Competitors of the Clippers

SALSETTE This was a P. & O. screw steamship with auxiliary sail built in 1858 (Peninsular & Oriental Steam Navigation Company).

The cover originated at Melbourne, Victoria on February 15, 1859 and arrived at London on April 11th. Here it was forwarded to the United States, by American Packet, where it arrived at New York on April 26th. Thence to Madison, Wisconsin where it was forwarded to Decorah, Iowa. The 3¢ U.S. stamp paid this last forwarding charge.

Cover was prepaid to England by the two pence and the one shilling stamps of Victoria. From London to New York it was charged with the 24¢ trans-Atlantic rate collect as per manuscript numerals 8 and 16. This rate breaks down to 3¢ British, 16¢ American Packet and 5¢ U.S. inland.



Geo. Suter, Publisher, Melbourne.

W. H. Williams, Printer.

ABORIGINES OF VICTORIA.

DRAWN BY M. CHEVALIER, FROM PHOTOGRAPHS BY H. HASELDEN.

THE above are Portraits of two well known ABORIGINES who frequently visit Melbourne.

St. Helena 16th Nov. 57



CITY OF SYDNEY Type of ship not known — sail or steam. Illustrated letter sheet addressed to London, "Pr City of Sydney & Overland," from Melbourne Nov. 16, 1857, with no arrival date. An answer was written on the letter and returned to Melbourne, Victoria. Thus the paste over label and 1 penny stamp postmarked at London Jan. 13, 1858. A round trip cover of about 30,000 miles!

Greyhounds of the Sea



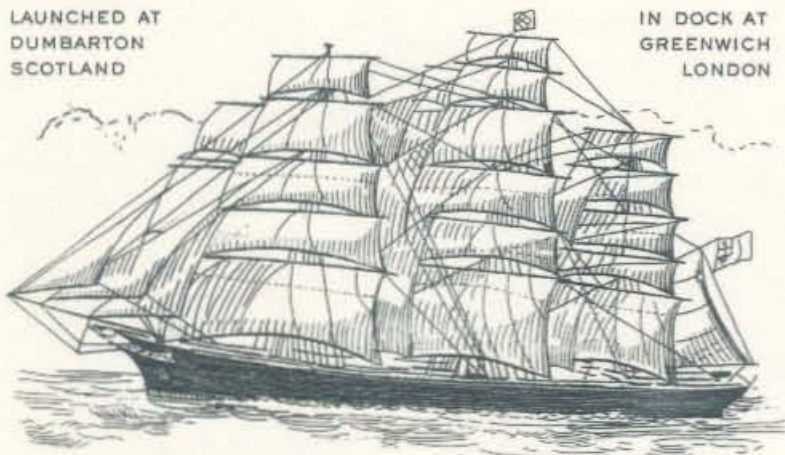
CUTTY SARK

British clipper. The only wooden clipper preserved for posterity. Cover and stamp commemorate its first hundred years 1869-1969.

CUTTY SARK CENTENARY 1869 — 22 NOVEMBER — 1969

LAUNCHED AT
DUMBARTON
SCOTLAND

IN DOCK AT
GREENWICH
LONDON



FASTEST PASSAGE AS A
TEA CLIPPER 1871
SHANGHAI TO N. FORELAND
13,700 MILES IN 108 DAYS



POSTED ON BOARD "CUTTY SARK"

22nd NOVEMBER 1969



A. W. ROBERTSON
6 St. LAWRENCE DRIVE,
PINNER, ENGLAND