

Greyhounds of the Sea

Indian Ocean. Aug 9th 1848 -
Ship Samuel Russell -

Friend Henry.

Here I am far off at sea, on my way to Canton, China. I sailed from N York on the first of June. I little thought the afternoon we sat in the bar room at the Troy House, that I should so soon be off to sea. I concluded to go to Canton, the same afternoon I met

you
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Cati



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gray &

tobacco, these are necessary articles for a sea voyage. Thus far my time has passed

SAMUEL RUSSEL Letter written on board while the ship is in the Indian Ocean enroute to Canton, China. The following quotes are from this letter which is dated Aug. 9, 1848: "I sailed from N York on the first of June — this ship is one of the best that sails from N York — I have a fine ship good state room, we live first rate, have our wine every day — Our Captain, T.D. Palmer is a fine man — I shall return in this ship — We are now within two days sail of Anger which Island is about eighteen hundred miles from Canton, we hope to make Anger the last of the week — we have not seen land since we lost sight of our native land, I think we will make the passage from N.Y. to Canton in Eighty three days a distance of seventeen thousand miles — if we do it in this time it will be the shortest passage ever made." Signed "Henry Kellogg."

The letter came into Boston on January 8, 1849 almost 5 months to the day since it was written. It was rated as a ship letter "7" — 5 cents postage and 2 cents ship fee.

gen, I took no more notice of him, he called me by name, at first I did not recognize him

Greyhounds of the Sea

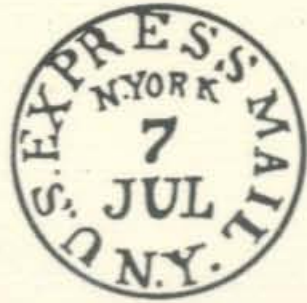


MERMAID British clipper in the Australian - Liverpool trade. Carried from Melbourne, Victoria to Scotland December 15, 1856 to March 10, 1857.



NORNA British clipper in the Australian - Liverpool trade. Carried from Melbourne November 22, 1854 to England February 12, 1855.

Greyhounds of the Sea



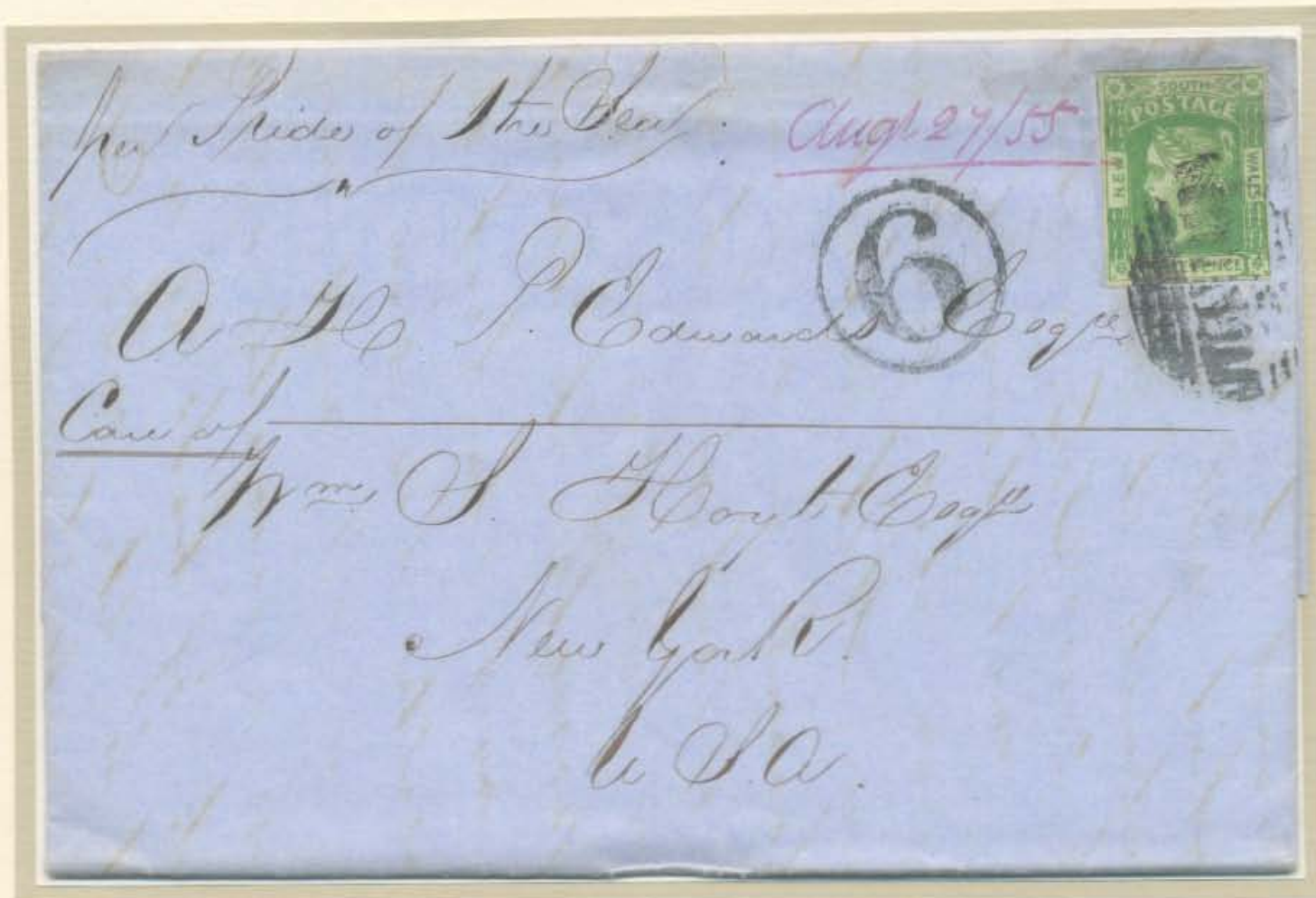
RAVEN American built clipper - 1851-1875. Cover was carried from Canton, China on March 21st to New York where it arrived on July 7, 1852. On the same day it was forwarded to Newport, Rhode Island via EXPRESS MAIL. It was 108 days from Canton to New York.

The three cent adhesive stamp paid the forwarding charge and the handstamped numeral 6 paid the ship rate.

Greyhounds of the Sea



POLYNESIA Medium clipper ship built in 1852 for Pierce & Hunnewell of Boston. During the entire career of this ship it was one continued series of mishaps and accidents and her end conformed with her previous experiences. She caught on fire and burned in San Francisco Bay on March 1, 1862. Cover shown above was carried from Calcutta to Boston in a voyage of 129 days. September 22, 1854 to January 29, 1855.



PRIDE OF THE SEA British built clipper. No record available. The cover shown above was carried from Sydney on Aug. 27, 1855 to New York via London. It was treated as a ship letter — 6¢ due.

Greyhounds of the Sea



BOOMERANG Canadian clipper built at Quebec in 1853 for James Baines' Black Ball Line of Liverpool/Australian packets. Note that the cover was first routed "pr Blue Jacket" (American clipper), then changed to "pr Boomerang/Via Melbourne." Carried from Adelaide, South Australia June 1 to Liverpool Sept. 19, 1855 and thence to Glasgow, Scotland.

Cover shown below was carried by the *BOOMERANG* from Brisbane, Queensland to Sydney, New South Wales where it entered the mails April 9, 1855. The stamps could have been put on by Townsend Co., the sender, or by the ship's Captain when he placed it in the Sydney Post Office. The letter was treated as local mail double weight and rated 2 pence times 2 or 4 pence. If the letter had been placed in the Brisbane Post Office it would have had Queensland stamps.



Greyhounds of the Sea



27N01855
LIVERPOOL
SHIP

PHOENICIAN & WHITE STAR The PHOENICIAN was a clipper-built barque of 478 tons. She operated in the London-Australian trade during 1849 and the 1850's.

Cover shown above was first routed via the PHOENICIAN and then changed to go via the WHITE STAR which left Sydney, New South Wales on or about August 19th and arrived at Liverpool on November 27, 1855. See WHITE STAR in this exhibit.




SEA SERPENT Extreme clipper built at Portsmouth, N.H. in 1850. Cover carried from Hong Kong arriving at San Francisco Jan. 16, 1859 in 45 days. Note reference to the clipper ship SANTA CLAUS in the address.

Greyhounds of the Sea

AMERICAN CLIPPER SHIP
SANTA CLAUS


A medium clipper built by Donald Mc Kay in 1854. Her figurehead was that of a Santa Claus - no reason given for that or the name. She was built for Joseph Nickerson & Co. of Boston, operating in the California, Orient and South America trade. The ship was abandoned in a sinking condition at sea, August 9, 1863, trying to make St. Thomas, with a load of guano from Cincha Islands, Peru. No letter, but it must have originated at Hong Kong on June 22, 1858, and received at New Orleans October 1, 1858, as per docket note. It was an incoming SHIP letter, the 12 cents being 2¢ captains fee and 10¢ via Panama.

Glidden & Williams' Line
FOR
SAN FRANCISCO



TO SAIL ON OR BEFORE *Tuesday, May 7th 1858*

THE MAGNIFICENT FIRST CLASS CLIPPER SHIP



SANTA CLAUS
BAILEY FOSTER...COMMANDER.

NOTE - This ship is remarkably fast, and has always delivered her cargo in fine order. - Shippers will much oblige by sending forward their engagements promptly.

Valparaiso, Pr.

Courtesy of Bostonian Society



Greyhounds of the Sea

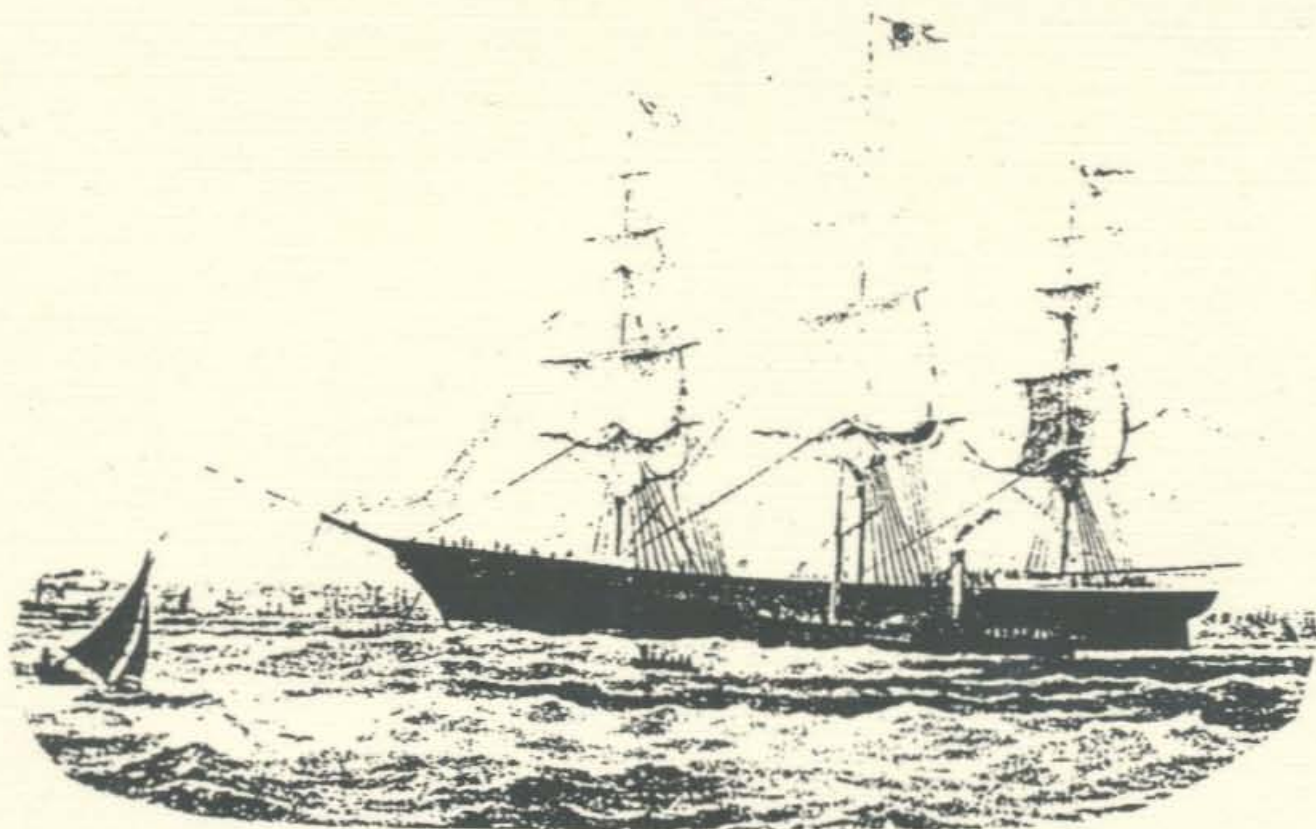


KATE HOOPER medium clipper ship of 1488 tons, built by Hunt & Wagner at Baltimore, for J. J. Hooper in 1852. Captain John J. Jackson was her first commander until about 1862. Cover shown was forwarded by James Stephenson, as per red handstamp, Jas. Stephenson/Commission Merchants/Hong Kong. If the penciled date of 1853 is correct, then this must have been the return from her first voyage to China. The following copy is from *AMERICAN CLIPPER SHIPS*, by Howe and Matthews, 1926, Salem, Massachusetts.

Late in 1857, her freight of 600 coolies, bound from China to Havana, mutinied and several times tried to take possession of the ship before Anjer was reached. After leaving Gaspar Straits they had control of the 'tween decks and had fired the ship in three places. The officers restored order after shooting four and hanging one of the Chinamen. Captain Jackson was sick at the time and on Nov. 23rd asked a Dutch man-of-war to tow his ship into Melbourne. On arriving at Havana, the crew mutinied and the vessel was detained 11 days. The ringleaders were sent to the United States to be tried.

The *Hooper*, under Captain Johnson, sailed from Hong Kong, Oct. 28, 1862; passed Anjer, Nov. 16th, and arrived at Melbourne, Dec. 15th. On the 29th, while lying in Hobson's Bay, she was discovered to be on fire. About 300 tons of cargo had been discharged into lighters, leaving 1500 tons still aboard. She was scuttled in 18 feet of water and burned to the water's edge. The fire was believed to have been set by a Chinese member of the crew. The vessel and cargo was sold for £2400, sterling, to Bright Bros. of Melbourne. She was raised, repaired and rigged as a bark and under the name *Salamander*, of 929 tons, as rebuilt, was registered as late as 1871, owned as above, and commanded by Captain Hudson. Her name does not appear in registers of 1874.

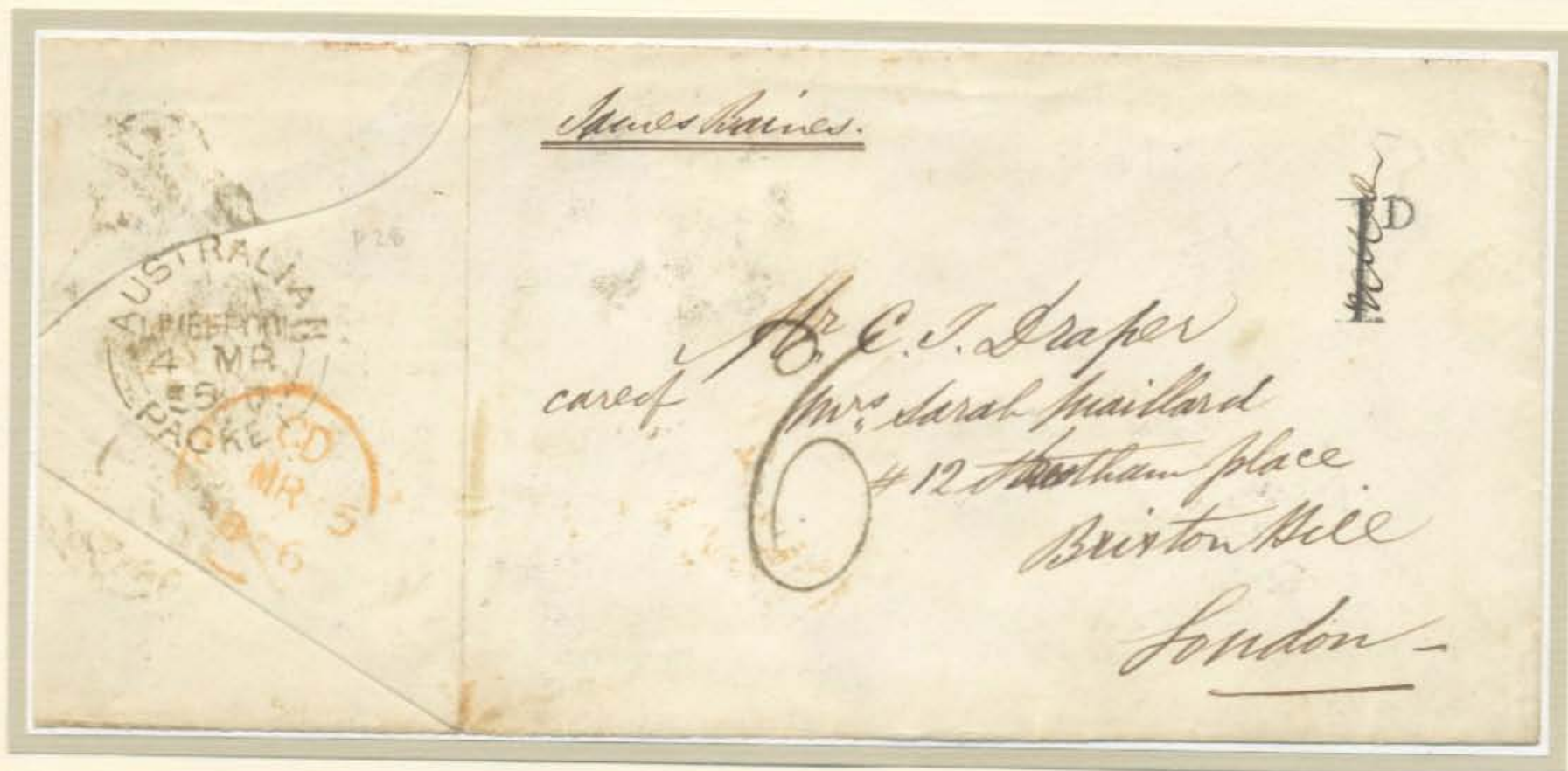
Greyhounds of the Sea



JAMES BAINES Unpaid packet letter rated 6 pence for ½ oz collect. The handstamped 1d is a postage due marking, which apparently is an error, and has been crossed out. The AUSTRALIAN/PACKET marking does not have the word PAID and is always struck in *black*. This marking, with the word PAID included, comes in both red and green and is applied only to PAID LETTERS.

1^d

The letter originated at Sydney, New South Wales, November 19, 1855 and arrived at Liverpool on March 4, 1856. It was 105 days in transit.



Greyhounds of the Sea



BEEMAH British clipper. Operated in the Australian - Liverpool trade. 1856.



EAGLE British clipper 1851. Operated in the Australian trade for James Baines of London. Cover carried from Melbourne to Liverpool in 1853.

Greyhounds of the Sea



MAID OF JUDAH was a small clipper of 756 tons, built in 1853 by Walter Hood, as were all the Aberdeen White Star Clippers in this collection. This ship was sold in 1870 and was condemned and broken up in 1879. Cover shown sailed directly from SYDNEY. N.S.W. NO*20 1856, arriving PLYMOUTH FE 23, 1857 as per backstamp PLYMOUTH SHIP LETTER and finally at BRIGHTON MR 2 1857. 95 days Sydney to Plymouth, England.



DAMASCUS was a small clipper of 964 tons, built in 1857 for the Aberdeen White Star Line. Later she was bought by the Norwegians and renamed MAGNOLIA. On September 1, 1893 she was stranded at Bersimis and became a total loss. She sailed direct from Sydney, N.S.W. Sep. 3, 1860, arriving at London Dec. 10th.

Greyhounds of the Sea



WOOLLOOMOOLLOO was a small clipper of 627 tons, built in 1852 for the Aberdeen white Star Line. She ended her days under the Spanish flag and was wrecked in 1885. Cover originated at SYDNEY, N.S.W. DEC*16*1856, arriving at HUDDERSFIELD*MR*17*1857, as per postmarks on back of cover. The 3 stamps pay the 3d intercolonial rate to Melbourne and the 6d rate to England.



JOHN BUNYAN was a small clipper of 470 tons, built in 1849 for the Aberdeen White Star Line, by Walter Hood of Aberdeen. The cover shown sailed directly from Sydney, N.S.W., September 23 1856, arriving at London December 31st. The red 3 accountancy marking was for credit to the British P.O.

Greyhounds of the Sea



N.B. PALMER American built clipper - 1851/92. Named in honor of a famous clipper ship captain. Cover carried from Canton, China to New York in 1853.

IMMEDIATE DISPATCH! FIRST CLASS CLIPPER!!
COLEMAN'S CALIFORNIA LINE FOR SAN FRANCISCO.

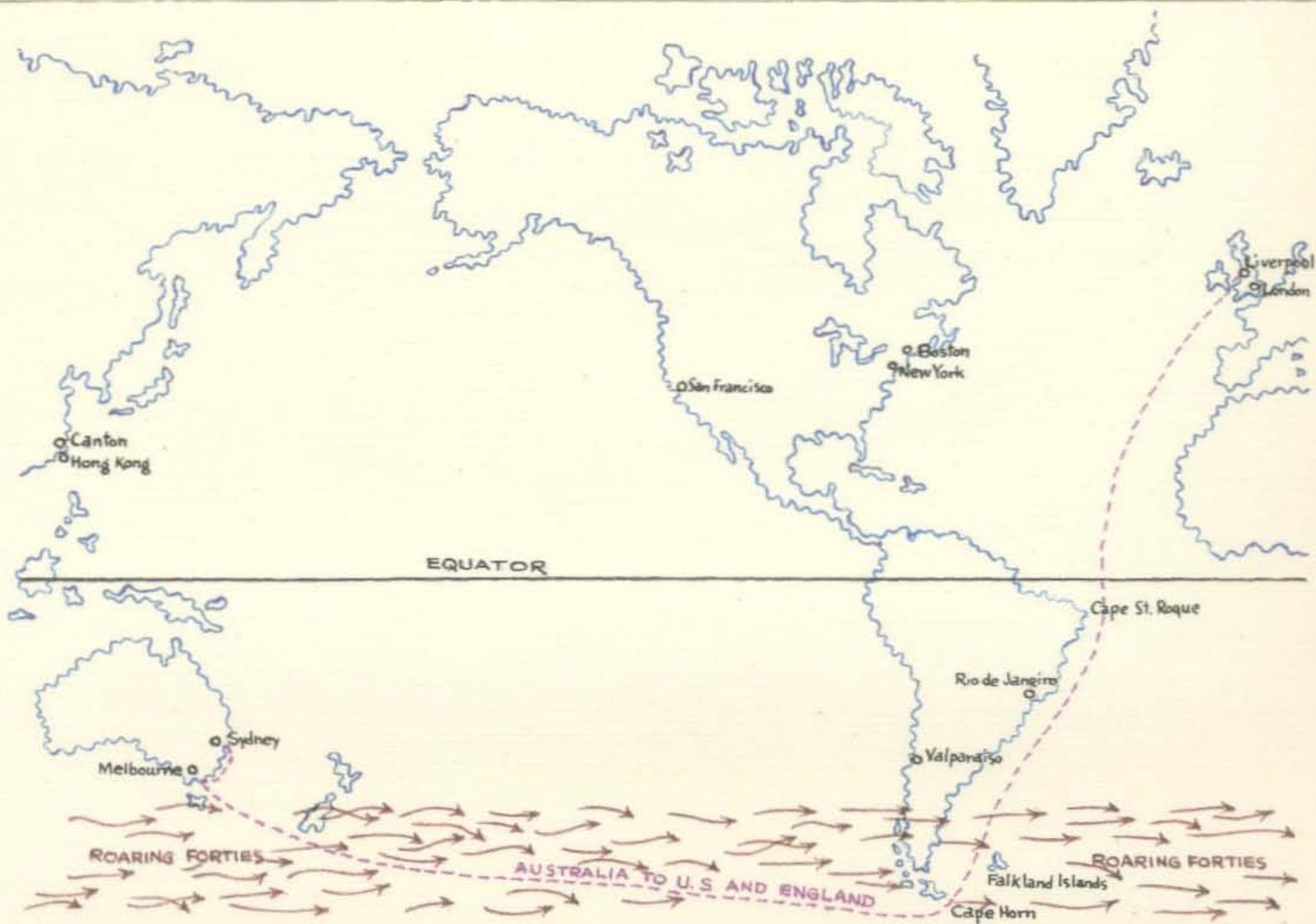
GOV. MORTON

L. W. HORTON, Commander, is now completing her loading at Pier 15 E. R., foot Wall St.
This splendid Clipper has been completely rebuilt, and is in all respects equal to a new ship. She insures at the lowest rates. Capt. L. W. Horton, (formerly commander of the Ships "Sierra Nevada" and "Flying Childers.") will command the Gov. Morton. For business of Freight, apply to Agents in San Francisco, Messrs. WM. T. COLEMAN & CO. WM. T. COLEMAN & CO., 161 Pearl St., near Wall.

NESSITT & CO., PRINTERS.

Original Yankee Clipper Card used to advertise the sailing of these popular ships.

Greyhounds of the Sea



MONTMORENCY a wooden clipper of 751 tons, built by T.C. Lee, Quebec in 1854. Operated in the Australian trade under the Black Ball flag, between Melbourne, Queensland and London. Cover was carried from Melbourne, October 14, 1856 and arrived at London January 7, 1857. A registered, double rate letter, bearing the 1 shilling stamp and two 6 pence stamps of the colony of Victoria.

Greyhounds of the Sea



OSBORNE HOWES Medium clipper 1854/70. Built at Medford, Mass. for Howes & Crowell and named for the senior member of that firm. She operated in the New York/California/China trade.

Cover was carried from Hong Kong, Dec. 9, 1857, to San Francisco Feb. 21, 1858 - a long slow voyage of 74 days for this run.



Greyhounds of the Sea



AUSTRALIAN GOLD RUSH 1851

ARCHITECT Baltimore Clipper 1847/59. Operated in the California Gold Rush and thence in the Australian and China trade.

Cover shown was carried from Hobart Town, Tasmania to San Francisco in 77 days — Feb. 26 to May 14, 1852. Gold was discovered in Australia in 1851 and the following quotes are from the letter and refer to Australia and California.

*"The HENRY HARBEEK is now loading for London with oil — am waiting the arrival of more American Whalers — Ships are being laid up and the crews going to the Victoria diggins — the range of the Gold District extends about 400 miles — Returns from London show the value of Colonial Gold to be worth from 78/ to 80/ (shillings) pr oz and its quality & value pr oz considerably exceeds that of California Gold — **This is really a 2d California** — It is with great difficulty that good order can be maintained at the mines. All kinds depredations are being committed, as bad if not worse than California ever was — I believe every man engaged in California trade from this port are in the result, losers — this goes by the ARCHITECT Capt Casper."*



The Water Seeker

Published by Curran Macao 77 Collins St. Melbourne

The Gold Seeker

1855 Fryers Creek October 14th

My Dearest Beloved Wife & Children

It is with the greatest of pleasure that I take up my pen to have a little conversation with you.

VIA CLIPPER SHIP CHAMPION OF THE SEAS

Letter number III from Fryers Creek October 14, 1855. Robert reports that he will not return in the JAMES BAINES because the ship has been sent out with the August mails to Australia two months than earlier reported. "I see the (Clipper) Ship LIGHTNING is advertized to sail from Liverpool on the 5th of this month. So she will arrive in Melbourne in December and she will be sailing from this country to England the latter part of January. So if all be well I shall return in her. She is a fine ship as ever floated on the Sea. She as made some of the quickest passages to and from this of aney ship affloate. He remarks on the difficulty to make money and that competition has forced him to reduce the price of milk. "When the weather is faverable I digg a little. I hope to bring a few nuggets of pure Gold home with me. I sent you a few very nice specks in your last letter.....I posted a news paper yesterday for you. I ordered it to go by the ship BEN NEVIS. She sails on the 17th of this month and this letter as come by the (clipper) Ship CHAMPION OF THE SEAS." The most interesting illustration shows the "Water Seeker" who prospers and the "Gold Seeker" who perishes.

Some of the quickest passages to and from this country of aney ship affloate. I begin to feel the time pass away and I am not sorry for I am tired of this country although aney man who his willing to work for a living can make one, but a greate many people who come to this country think of getting



1856 January 2^d Fryers Creek

Dear Wife & Children

WRECK OF THE CLIPPER SHIP SCHOMBERG

Letter number V January 2, 1856. Robert reports that he will leave for home on the 25th of January in the Royal Mail Ship SCOMBURGE (British Clipper Ship SCHOMBERG), "but I am sorry to inform you that she was wrecked 35 miles west of Cape Otway. I know the place well - she would be 200 miles from Melbourne - all passengers and the mails was saved but the cargo and ship have sunk....they was coming in from England (16,000 miles) with 435 passengers....they was hugging the land too close....the tide was drifting to the shore the consequence was she was dashed upon a rock." Thus his return will be delayed a month. The illustration is of a "Stockmans hut". The SCHOMBERG was British built of 2,600 tons. She was on her maiden voyage when she was lost as described above.

This country on the 25th of this month in Royal Mail Ship
 called the Scomburge but I am sorry to inform you
 that she was wrecked 35 miles west of Cape Otway I know
 the place well she would be 200 miles from Melbourne
 all passengers and the mails was saved but the cargo



J. J. BLUNDELL & CO.

Native Corrobatty

1855

September 2^d Fryers Creek

VIA CLIPPER SHIP KENT

This illustrated letter was written on September 2, 1855 by Robert Diner to his wife and children back home in England. It is number I of five letters all written from Fryers Creek in the gold fields of Australia in Victoria. He is disappointed and ready to come home. In order to make a little money he is milking two cows and sells the milk at 2 shilling per quart. On the side he is "digging a little gold" and has a 2 ounce nugget that he will bring home. He notes that "The picture that is at the beginning of this letter is a representation of what the Navite Blacks call a Corrobarry - that is a kind of a rejoicing among themselves. I have seen them holding their Corrobarrys." In letter number II he states that he sent number I by the clipper ship KENT.

shall leave it with pleasure for I can assure you that people are working for as little in this host of Golden country as they are at home, but for all; I do not say but this

1855 September 23rd

Fryers Creek



S.T.G.

J.J. BLUNDELL

Native Society
Native Hunting the Emu

My Dearest Beloved Wife & Children. & All Relations
 I take up my pen with the greatest of pleasure, to write
 a few words of consolation to you and my Dear Children.
 I wrote you a letter on the first of Sept. and sent it by the
 Kent to London you will have received it before this, should
 you receive this letter it will be Christmas and you will be thinking
 of two or three things one will be the next day, the other will be...

Letter number II from Fryers Creek September 23, 1855. Robert states that he has sent number I via the ship KENT. He expects to come home in the clipper ship JAMES BAINES "which is to leave England on October 5th and will return to England in January of 1856". They have had three weeks of heavy rains with a great many people drowned. He concludes "I send you a few specks of Gold but I cant send much in a letter". There is no indication as to how this letter was carried. The illustration is of a native aborigine hunting Emus.

The is advertised to leave Fryers Creek about the 5th of October and she will
 be leaving this country about the latter end of January next. when if God
 spares me I shall return in her. I shall not be able to clear as much
 money home as I thought of at the first, for things are becoming worse
 every week a labouring man is in a worse position now than he was when
 I came to this country, the wages of a labouring man is from 15 shillings to one
 pound per week. and he has no clothes shoes and other trifling things which are
 cheap, and the worst of it is clothes & shoes last no time in this country.
 I trust that God spares me and gives me...

1855 November 12th Foyers Creek



Printed & sold by C.M.

Flag Staff

Treasury

The Cathedral

THE CITY OF M

My Dearest Beloved Wife and Children
Mother and all of you

It is with feelings of thankfulness that I take up my pen to speak to you; and I further am thankful that I have you to speak to I cannot say like a greater many people whom I meet with in the country. They have come out and left their wife and family to starve at home; and they make their boasts here of not intending to go or send for them and that they have never sent them a shilling; and I am sorry to say how ever much money they was to make their throats are wide enough to swallow it all and more if they could get. you will remember that I enclosed in my first letter, a letter for a woman near Wallfield her husband and I was

Letter number IV November 12, 1855. This letter is mostly about a pair of earrings and a ring made out of pure gold by what Robert calls "the best Gold Smith in the Colony". The earrings weigh six penny weights and the ring four or in all one half ounce of gold. The illustrated letter-head is a double page view of the "CITY OF MELBOURNE, 1854".

as we came out we often used to converse about our wives & families and he could not write so that was the reason I enclosed his letter in mine to cut the matter short I fear he as forgot his wife & family and his drinking all his money. But you need not fear we drinking in this country I am by the month together and never taste any kind of intoxicating liquors and I mean to leave this country without drinking I have not averaged one glass per month since I came. But by the time you receive this letter



Supreme Court

Tottenham Railway Staⁿ

S^t Pauls S^t Peters

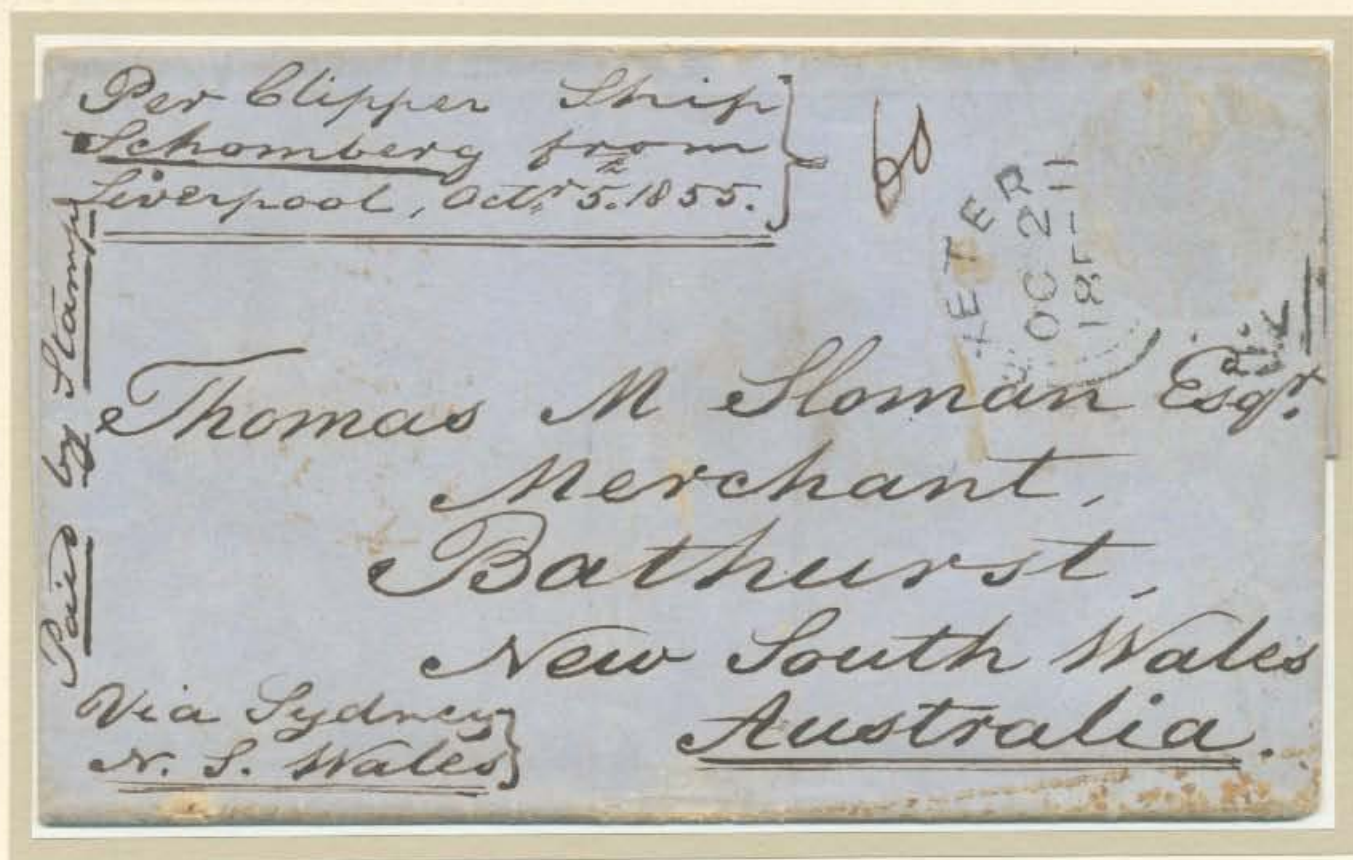
Princes Bridge

BOURNE, 1854.

I shall either have left or be every near leaving I am not certain to a month as to when I shall leave here but you may depend upon me been at home by ~~the~~ ^{the} ~~holidays~~ ^{holidays} and I hope you will have a drop of home brewed Beer some of your own brewing, since I left my place and came here and began now ~~keeping~~ ^{keeping} I have done better upon the whole than I should have done had I remained on where I was. I am now going to tell you a bit of good news, about a fortnight since I took my tin Dick, pick & shovel and after we had done with our cows I told my mates where I was going to try for gold, they laughed at me and said I might as well sit down as go there but I said I would go and see if I could get as much as would make my wife a Gold Ring and I was not above half an hour away before I got a little over half an ounce I at once took the horse and went to Castlemain and took the gold to the best Gold smith in the Calamy and ordered a ring to be made the pattern he showed me and a pair of Ear Rings they are made with large drops and they are the same pattern as the head Commissioners Wifes are and if you consider my taste ~~any~~ ^{any} thing to go by I think them the most splendid Ear Rings I ever saw in fact I may say there never was such a pair in Bradford I am truly proud of them I fetched ^{them} on the 10th of Nov^r and what with them been made of gold that I dug with my own hands and the splendid make of them I feel almost

Greyhounds of the Sea

Per Clipper Ship
Schomberg from
Liverpool, Oct. 5. 1855.



WRECK OF THE SCHOMBERG

The Clipper Ship Schomberg was built by A.Hall at Aberdeen, Scotland in 1854-55 for the Black Ball Line. She measured 262.5 feet in length, 45.5 feet in width, 29 feet in depth of the hold and was registered at 2400 tons with a spread of 16,000 square yards of canvas sail. The largest and finest British built clipper of her day.

The Schomberg left Liverpool, on her maiden voyage, on October 6, 1855, with 430 passengers, 3000 tons of cargo and the Royal Mails, for Australia. On the night of December 27, 1855 she ran aground, in bad weather on Cape Otway about 100 miles S.W. of Melbourne. Although a complete wreck, there was no loss of life and eventually all the mails were recovered.

The cover shown above was carried on this historic and tragic voyage. It was postmarked at "Exeter Oc 2 1855" (Scotland) and on reverse in red "N B 3 Oc 3 1855" (North Britain). Also on reverse it is date-stamped "SYDNEY N.S.W. DE 31 1855" and "BATHURST N.S.W. JA 2 1857". The British stamp is missing due to dampness and/or immersion in water. Only 2 or 3 covers are known to exist from this ship wreck.

In the letter the writer mentions receiving letters from the BOOMERANG and the OCEAN CHIEF and that "I send you another Exeter paper by the SCHOMBERG CLIPPER ship which takes this mail." Only 2 or three covers are known to exist from this ship wreck.

GREYHOUNDS OF THE SEA



NOTHING BUT THE ADDRESS CAN BE PLACED ON THIS SIDE.



For Cape Town, C. G. H., Direct.

THENCE TO

PORT ELIZABETH.



The A 1 Clipper Barkentine

Aureola

TURNER, Master,
WILL LOAD AT

Pier 14, East River,

And receive prompt dispatch for the above ports.

For freight room and particulars, apply to

Sinclair, Reynolds & Sutton.

45 SOUTH STREET.

N. B. We attend personally to the loading of this vessel, thereby ensuring careful handling and safe stowage of cargo.

Greyhounds of the Sea



RED JACKET Melbourne, Victoria Sept. 27, 1856 to Liverpool Dec. 29 and thence to Giigo, Ireland Dec. 31, 1856. The pair of 3 pence stamps pays the 1 shilling rate.

Cover shown below was carried from Melbourne Jan. 9 to England Apr. 8, 1856.



VICTORIA

les planches ont cette forme
 et sont placées ainsi
 pour empêcher la pluie de
 pénétrer le bois.



Coiture en zinc cannelé et laminé.

cheminée en
 briques
 la cheminée est en briques
 le foyer seul est en
 l'extérieur de la maison.



Maison en bois avec marquise

réservoir à eau de pluie en zinc cannelé



Fire Brigade



Policemann

Extraction de l'Or



Enclosure in Sandhurst
 Letter to France 1874

Sandhurst.

Handwritten text in French, partially obscured by the envelope and other markings. Visible words include "C'est important", "station pour faire la provision de charbon", "Harrow", "cette ville n'est qu'une très petite bourgade", "le lendemain", "chasse au homering", "couteau en bois de fer", "bande de fer", "grand cercle", "retomber aux pieds du sauvage", "M. de la Chapelle", "Paris", "contenait", "un bateau", "deux cabanes", "contenait", "deux", "cette", "trois jours", "une vague", "autelle", "attachés", "ce", "ite et", "ne", "qui", "vois", "le", "me", "malade", "comme beaucoup", "de", "passages pendant ces trois jours de tempête et a été bien heureux de me", "trouver dans le port de la Chapelle car j'en ai pas et en effet", "pendant ces trois jours. Enfin nous sommes arrivés à Melbourne"



Envelope with stamps and handwritten address. Stamps include a circular postmark from SANDHURST SE 8 7A, a red rectangular stamp with "VICTORY" and "SANDHURST SE 8 7A", and a blue rectangular stamp with "CROWN" and "SANDHURST SE 8 7A". A red circular postmark from PARIS is also visible. The address is written in cursive: "M. Adam au Bureau de la Chapelle Paris". A large number "19" is written in the center. A red stamp with "SUFFICIENTLY PAID" and "GB 1825" is also present.

Continuation of the handwritten text from the previous page, describing the journey and arrival at Melbourne.

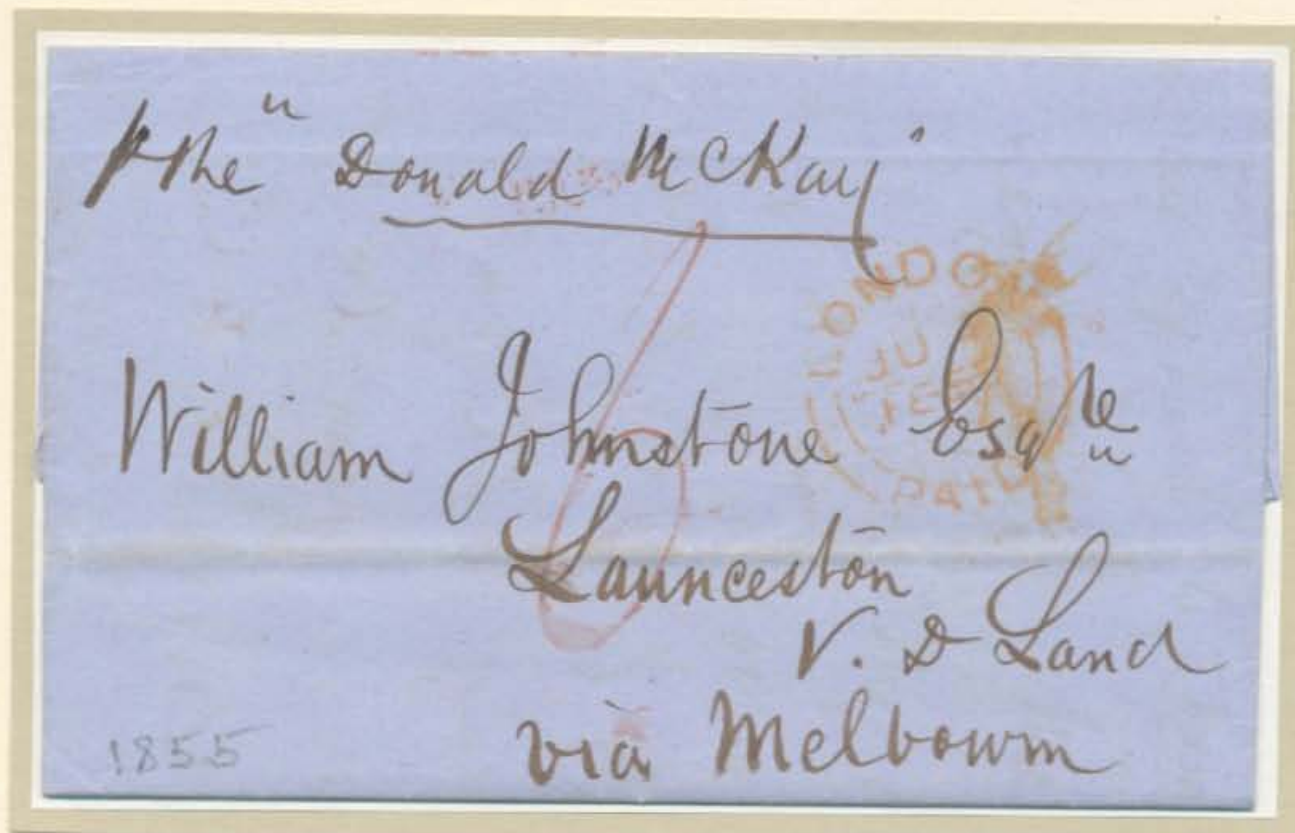
Greyhounds of the Sea

NEUSTAD: NR
24 OCT.



C.S. MARCO POLO. Cover above originated at ADELAIDE, S.A. on July 13, 1855. It was forwarded to MELBOURNE where it made connection with the MARCO POLO. On arrival in England - LIVERPOOL on OCT 20th and LONDON on the 22nd - it was forwarded to GERMANY, where it arrived at NEUSTAD ON THE 24th, as illustrated above. Also on reverse is the transite mark in red "ENGLAND PER AACHEN?23/10 B".

C.S. DONALD MCKAY. Cover below originated in London on July 4, 1855 as per red postmark. Backstamped "SHIP LETTER/MELBOURNE", as illustrated and "SHIP LETTER INWARDS FREE/30 AU/1855". It was 88 days in transite to VAN DIEMENS LAND - now TASMANIA.



Greyhounds of the Sea



C.S. MARCO POLO. Cover originated at LONDON on April 4, 1855, with arrival date of June 30th. Rated 6d for a single rate ship letter. It was 88 days in transite.
C.S. RED JACKET. Cover originated at LAUNCESTON, VAN DIEMANS LAND on January 7, 1856, with arrival at LIVERPOOL on April 28th and GLASGOW, SCOTLAND on the 29th. SEE illustrations of the markings mentioned.



Greyhounds of the Sea



RED JACKET, Extreme clipper. Cover originated at Sydney Australia April 5, 1855. It is prepaid with the stamps of NEW SOUTH WALES - 3 pence to Melbourne, where it made the connection with RED JACKET and 6 pence to Scotland. This was the so called "9d" rate.



DONALD MACKAY. Melbourne, Victoria September 29, 1855 to London via Liverpool - AUSTRALIAN LIVERPOOL PACKET DEC 28 1855 - about 90 days in transite. Arrived London on the 29th.

Greyhounds of the Sea



CYCLONE Medium clipper of 840 tons, built by E. & O. Briggs at Boston. Launched August 18, 1853 and operated in the China and California trade. Sold to the British in 1863 and was renamed AVON. The cover above probably sailed from Hong Kong and arrived at San Francisco December 23, 1858. See cover below.

SEA SERPENT Extreme clipper of 1337 tons built, by George Raynes, at Portsmouth, N.H. in 1850. The cover below was carried from Hong Kong to San Francisco where it arrived on January 16, 1859 - 45 days in transite, having sailed December 2, 1858. See other cover in this collection carried on this very same voyage.

