

Greyhounds of the Sea



GUIDING STAR British clipper. Operated in the Australian trade. Cover carried from Melbourne to London - July 4 to Oct. 17th, 1855.



OLIVER LANG British clipper - 1853/59. Operated in the Australian trade for the Black Ball Line. Cover carried from Adelaide, South Australia to Scotland - Aug. 15 to Nov. 28, 1855.

Greyhounds of the Sea



RED JACKET Cover originated at Adelaide, South Australia on January 2, 1856. The 6 pence stamp paid the letter to Liverpool as per backstamp "AUSTRALIAN PACKET/LIVERPOOL/ Ap 8/56" in black. The 5d accountancy mark in red was applied in Adelaide for carriage by private ship from Adelaide to Melbourne where it was picked up by the RED JACKET. Thus it was 5 pence COLLECT.



Clipper Ship 'Red Jacket' in the Needles Channel
(Peter Leath)

Greyhounds of the Sea



STARR KING American clipper 1854/62. Both covers shown were carried from Hong Kong to San Francisco where they arrived on Dec. 4, 1857 and were placed in the Post Office on Dec. 5th. The ship was 52 days from Hong Kong. Note red handstamp of the forwarder "**Jas. Stephenson.**"

Cover shown *above* was rated "SHIP 5" — 2¢ ship fee plus 3¢ postage for under 3000 miles. The rate for over 3000 miles was 2¢ ship fee plus 10¢ postage.

Cover shown *below* was rated "SHIP 6" — 2¢ ship fee plus 2¢ local postage plus 2¢ **extra** at port of call only. This fancy SHIP 6 is often referred to as a clipper ship cancellation although it appears on mail carried by various types of ships. It was used only at San Francisco and was discontinued Feb. 27, 1861.



Greyhounds of the Sea

J. Jos. Peabody
via S. Francisco.

Hong Kong 25 Jan. '62.

My dear Doll,

This vessels mail closes immediately &
I am just off for Macao. No time except to
enclose 3rd of Bill for \$450. & 2nd of Bill
for \$500. to serve in case of need. Out of the
letter I wish you to pay Mr Cowles \$100. on
my account. I write you bills for the over-

land

came

our

now

much

U.S.

best

at the

"Trents"

With much love to all the little folks,

and in much haste,

J. Jos. Peabody
via S. Francisco.



Mrs. F. D. Williams

Greenfield,

Mass.

U. S. A.

Mutley
From Hong Kong
1/25/62

"Trents" passengers. It's a most grave offense.
With much love to all the little folks,
and in much haste,
Your affectionate, Frank

JOSEPH PEABODY Medium clipper 1856/74. Built at South Boston by E. & H.O. Briggs for Curtis & Peabody and was operated in the China trade. In 1863 she went under the British flag and about 1874 she was cut down and rigged as a bark and her name was changed to *Dagmar*.

The cover was carried from Hong Kong January 25, 1862 to San Francisco March 28, 1862 — a voyage of 60 days. The following report is from the Boston Post under date of April 30, 1862. "Telegraphic News/San Francisco Apr. 26/The ship **JOSEPH PEABODY** has been forfeited to the government for smuggling." In any event the cover was carried outside the mail, either overland or Panama, from San Francisco to Boston where it entered the P.O. April 24. Writer of letter notes "This vessels mail closes immediately & I am off for Macao."

Greyhounds of the Sea



LIGHTNING American built by Donald McKay in 1854 for James Baines' Black Ball Line. The first of four world famed extreme clippers by McKay for the Black Ball Fleet. The others were CHAMPION OF THE SEAS - JAMES BAINES - DONALD MCKAY. LIGHTNING holds world's record for ships under sail - 436 miles in 24 hours. Operated in the Australian - Liverpool - Orient trade.

Cover shown above was carried from Calcutta to Shanghai in 1856.

Cover shown below was carried South Australia to France in 1855.



Greyhounds of the Sea

AUSTRALIAN
PAID
LIVERPOOL
JA 25
P. 55 A
ACKET



MELBOURNE
H.
OCT 26
1854
VICTORIA



CHAMPION OF THE SEAS American built clipper, by Donald McKay in 1854, for James Baines of London. Operated in the Liverpool/Australian trade for many years. She was employed by the British Government during the great Sepoy mutiny. Queen Victoria visited on board before the ship sailed for India with 1,000 troops.

The *CHAMPION* foundered in a storm off Cape Horn in 1876.

The "Too Late" stamp indicates that the mails had closed and this extra charge of six pence assured the delivery to the ship before it sailed. She was ninety one days from Melbourne to Liverpool — October 26, 1854 to January 25, 1855.

Greyhounds of the Sea



EMMA Canadian built clipper for the White Star Line, operating in the Australian - Liverpool trade. Cover was carried from Melbourne Dec. 8 , 1855 to England Mar. 26, 1856.



CYCLONE British clipper operating in the Australian trade. Cover was carried from Sydney, New South Wales to England in 1856.

Greyhounds of the Sea



C.S. JAMES BAINES. Cover above originated at GEELONG, VICTORIA NOV. 26, 1855 and MELBOURNE NOV. 27th. It was 100 days to LIVERPOOL as per postmark MAR 4, 1856.

C.S. CHAMPION OF THE SEAS. Cover originated at MELBOURNE JULY 10 1856. It was 96 days in transite as per postmark OCT 13th. The "1 d" is a London P.O. accountancy marking. Both covers bear the AUSTRALIAN PACKET marking of LIVERPOOL.

The transite time for the ships may be a few days less than the travel time from post office to post office.



Greyhounds of the Sea



C.S. JAMES BAINES. Two fine examples of covers carried by the JAMES BAINES in 1856 from SOUTH AUSTRALIA and VICTORIA. The BAINES sailed August 5th and arrived in Liverpool on November 21, 1856 as per postmarks on face of the covers. The numeral "3d" on S. Australia cover was the intercolonial rate paid in cash. The "1d" on the Victoria cover was an accountancy marking.



Greyhounds of the Sea



KENT & SARDINIAN British Blackwall Clippers. Operated in the Australian/Liverpool trade. Cover was routed "Per Kent," then crossed out and changed "Too late for Kent so sent by the **SARDINIAN**." Carried from Melbourne July 23, 1856 to Liverpool Sept. 11 and thence to destination.



KENT Folded letter originated at Melbourne on February 5 and arrived at Liverpool on May 26, 1854 after a voyage of 111 days. It was then forwarded to Boston, via the steamship *Niagara*, where it arrived as per postmark "Boston 24 Br.Pkt. Jun 8". The Victoria 3 pence stamp paid the postage to Liverpool, thence 24 cents collect to the U.S. with 19 cents being the British share.

Greyhounds of the Sea



INDIAN QUEEN Canadian built clipper operating in the Liverpool/Australian trade during the late 1850's. The cover shown was carried from Melbourne, Victoria on May 23rd to Liverpool where it arrived on September 14, 1854. A double rate letter prepaid with stamps — a strip of three and a single of the 3 pence, making a total charge of 12 pence.

Greyhounds of the Sea



GOLDA ERA British clipper not yet identified. Pencil notation gives a second choice of ship "or SALDANHA". Carried from Melbourne on July 4th, and received at destination on October 16, 1854. Block of four of the three pence stamp of Victoria paying a double rate.



MARCO POLO Geelong, Victoria, July 20th, to London via Liverpool, October 20, 1855.

Greyhounds of the Sea

MELBOURNE
NO 25
VICTORIA




C.S.OCEAN CHIEF. Cover was postmarked at MELBOURNE on November 25, 1856, with arrival in LIVERPOOL and LONDON on February 23 and 24, 1857 - 91 days in transite. It was charged 12d as a double rate letter.

C.S.OLIVER LANG. Cover postmarked at MELBOURNE on August 21, 1855, with arrival date of November 28th at CORK, IRELAND. It was 99 days in transite from post office to post office. A single rate cover.



Greyhounds of the Sea

DISPATCH LINE
FOR
New York!



THE A 1 CLIPPER SHIP
Gen'l McClellan
MORRISON, Commander.

This vessel having a large portion of her cargo engaged, will have QUICK DISPATCH. For balance of freight apply to

GEO. HOWES & CO.
302 California Street.
Consignees in New York, Messrs. SUTTON & CO.

Newhall & Crane's Print, 518 So'th St.

United States
POSTAL CARD

WRITE THE ADDRESS ONLY ON THIS SIDE - THE MESSAGE ON THE OTHER

JUN 4 7PM.
SAN FRANCISCO
ONE CENT

To Albert Dibble Esq.
Cor. Cal. & Davis St.
City

1870
GENERAL McCLELLAN American clipper - 1770's. Operated in the New York/California trade. Local use of a U.S. ONE CENT POSTAL CARD of the first issue. Note "carrier" postmark of San Francisco.

Greyhounds of the Sea



GEORGIANA British Clipper in the Australian trade. Cover was carried from Melbourne, Victoria Feb. 16, 1859 to San Francisco May 9, 1859. It was 82 days in transit.



HURRICANE American built extreme clipper - 1851-1876. Operated in the New York/California/Orient trade. The cover shown was carried on her fifth voyage from Hong Kong, January 20th, to San Francisco, March 13, 1857. She was fifty one days in transit. Note forwarding agent's handstamp in red: JAS. STEPHENSON / COMMISSION / MERCHANT / HONG KONG.

Greyhounds of the Sea

U.S. Ship San Jacinto - Letter No 2 -
Shanghai - China - Oct 12 1856

Dear Cousin Mary

I write to acknowledge the receipt of a letter from you dated March 2^d which I received at Hong Kong July 9^d, and I was much pleased to hear from you, as it was an evidence that you had not forgotten me. My memory is so much better than many others who have not heard which you day after I presume once at you and I had Town, when next went to Mauritius or

Clipped Ship During
Miss Mary Helen Harris neglected -
Care of Jerome Harris M.D. Cape
Dover - New Hampshire -
U.S. of America



咽文

It is noted as ^{Shanghai} the (I suppose you have read the story) and also as containing the celebrated Peter Bette mountain, which you

The illustrious name of probably know through the Penny Magazine -
Edmonds on Chinese. This singular formation looks just like the picture or rather, the picture looks just like the mountain - I rode out to the graves of Paul and Trujmew, a distance of about seven

DARING American built clipper - 1855/74. The letter was written on-board the U.S. Ship of War SAN JACINTO at Shanghai, China Oct. 12, 1856 and was carried to New York by the DARING.

Competitors of the Clippers

OVERLAND MAIL.
PER STR. "BENGAL."

CALCUTTA, 8th JANUARY, 1863.

Monthly Market Report.

WHITNEY BROTHERS AND CO.

Since the issue of our Circular of the 8th ultimo, the arrivals of American vessels at Saugor have been :-

December 8	Anna Decatur	from Singapore	Nov. 7	December 24	Sibyl	from Liverpool	July 29
" 8	Lepanto	from Galle	Nov. 13	" 24	Cromwell	from Boston	Aug. 15
" 10	Susan Hinks	from Boston (via Cape Town)	July 12	" 25	Antelope	from Liverpool	Sept. 17
" 13	Polar Star	from Liverpool	July 6	" 25	Chas. H. Lunt	from Colombo	Nov. 25
" 16	United States	from Singapore (via Penang)	Nov. 10	" 26	Hortensia	from Hong-Kong (via Singapore)	Nov. 13
" 16	Bold Hunter	from Sunderland	July 17	" 26	John Kerr (Barque)	from Moulmein	Dec. 10
" 17	Herbert	from Melbourne	Oct. 13	" 29	Armada	from Liverpool	Aug. 18
" 19	East Indian	from Hong-Kong (via Singapore)	Nov. 3	" 31	Resolute	from Colombo	Dec. 3
" 24	Albert Edward	from Bombay	Oct. 19	January 2	Brewster	from Colombo	Dec. 6

The departures from Saugor have been :-

December 11	Star of Peace	for Boston	December 25	Witch of the Wave	for Bombay
" 12	Isabella	for London	" 26	West Wind	for New York
" 16	Punjab	for London	January 8	Morning Star	for London

The London Letters of the 3rd December were delivered here, via Bombay, on the 10th instant, and telegraphic news to the 17th ultimo, reached us, via Galle, on the 6th instant.

Freights.—Have somewhat improved under a moderate supply of tonnage, and the seeking American vessels find business at paying rates. The following charters have occurred since our last. "Armada" for London at £4 per ton, "Hortensia" and "Herbert" at £3-17-6, taking cargoes of Seed and Jute only. The "Albert Edward" goes to Bremen at about £4-10 average, including 200 tons of Cask Goods, which are objectionable. The "C. H. Lunt" is chartered for the same port at £4-4, excluding all Cask Goods. To Boston, the "Resolute" is chartered at \$15 all round for a full cargo. To Mauritius, the "East Indian" gets Rs. 2-1 per bag, and the "Cromwell" loads Rice for Hong-Kong at \$1-25 per bag, or \$1-75 if ordered to Shanghai. The above charters are fair quotations for the day, as more tonnage is required at similar rates.

Exchange.—On London, has tended in favor of sellers, the closing rate for credit bills being 20.11 to 20.1

To AMERICA.....	Charter rate
"	Dead Weight
"	Linseed,
"	Light Measur
"	Hides,
"	Case Goods,

On London—1st class Credits, 6 m
" China—1st class Private Bills,

ARTICLES

Castor Seed,	..	..
Castor Oil,	..	..
Cutch,	..	..
Ginger,	..	..
Goat Skins, Madras,	625 to 650 lbs. net	..
do. Patna,	550 to 600 lbs. "	..
do. Cawnpore,	700 to 750 lbs. "	..
Gunny Bags, 1st quality,	..	..
do. 2nd "	..	..
Gunny Cloth,	..	..
Hemp,	..	..
Hides Buffalo, Dry,	Patna,	..

Whitney Brothers & Co. Printed Circular

Daniel W. Lord Esq.

Via Marseilles
Per Str. Bengal

Calcutta
JAN 6 1863

bank port
Maine
U.S.A.

rate,	£ 3-17-6 to £4-0-0
	\$ 1-25
	Rs. 2 1 0 to 2 2 0
	Nominal
	Rs. 26 0 0

5-0 to Rs. 10-6-0
to Rs. 221

MARKS.

laund, and is in more favor since
e London market.
parcels expected will be readily
heavy and Rs. 50 for medium
weights. *Tarnus*, in good demand at Rs. 34, but supplies very
short. *Cawnpore*, sales at Rs. 34.

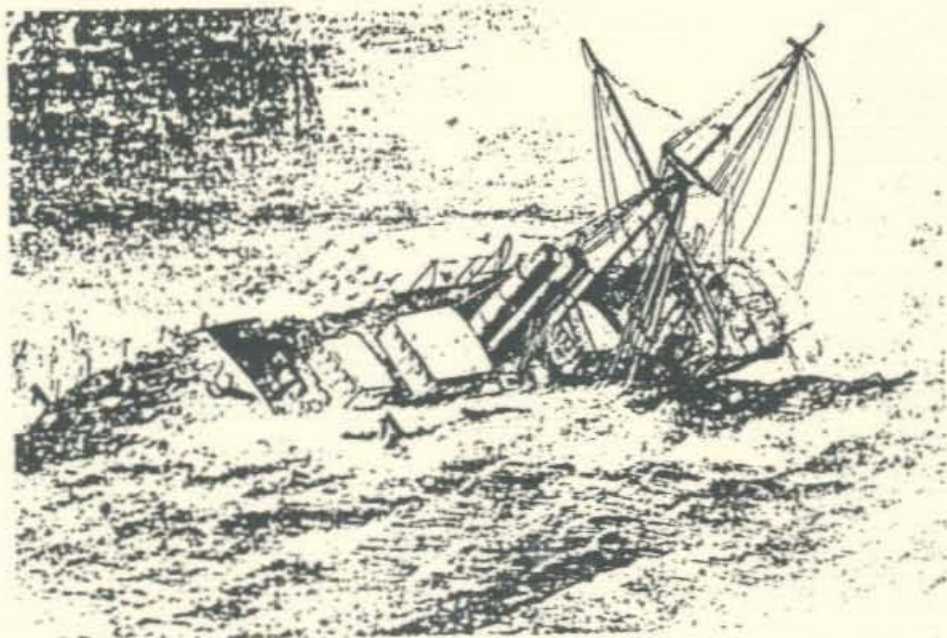
GUNNY BAGS.—Demand for America improved, and prices are stiffer.

BENGAL P. & O. steamer with auxiliary sail, of 2,185 tons, built in 1853. Monthly Market Report carried from Calcutta by the *Bengal* to Suez, Egypt. Thence overland to Alexandria where it was placed on board a steamer for Marseilles, France. From Marseilles it went overland to the English Channel and thence by boat to London where it arrived on February 12, 1863, in the time of 35 days. From London it was forwarded to the United States by regular mail packet.

Note printed instructions on upper left corner of the Market Report, OVERLAND MAIL/Per Str. "Bengal" and date in upper right, CALCUTTA, 8th JANUARY, 1863. Also note clipper ships named in the Report, WITCH OF THE WAVE - WEST WIND - MORNING STAR.

The Suez Canal did not open until 1869.

Competitors of the Clippers



The wreck of the Colombo 1862

Saved from the wreck of
the Colombo.

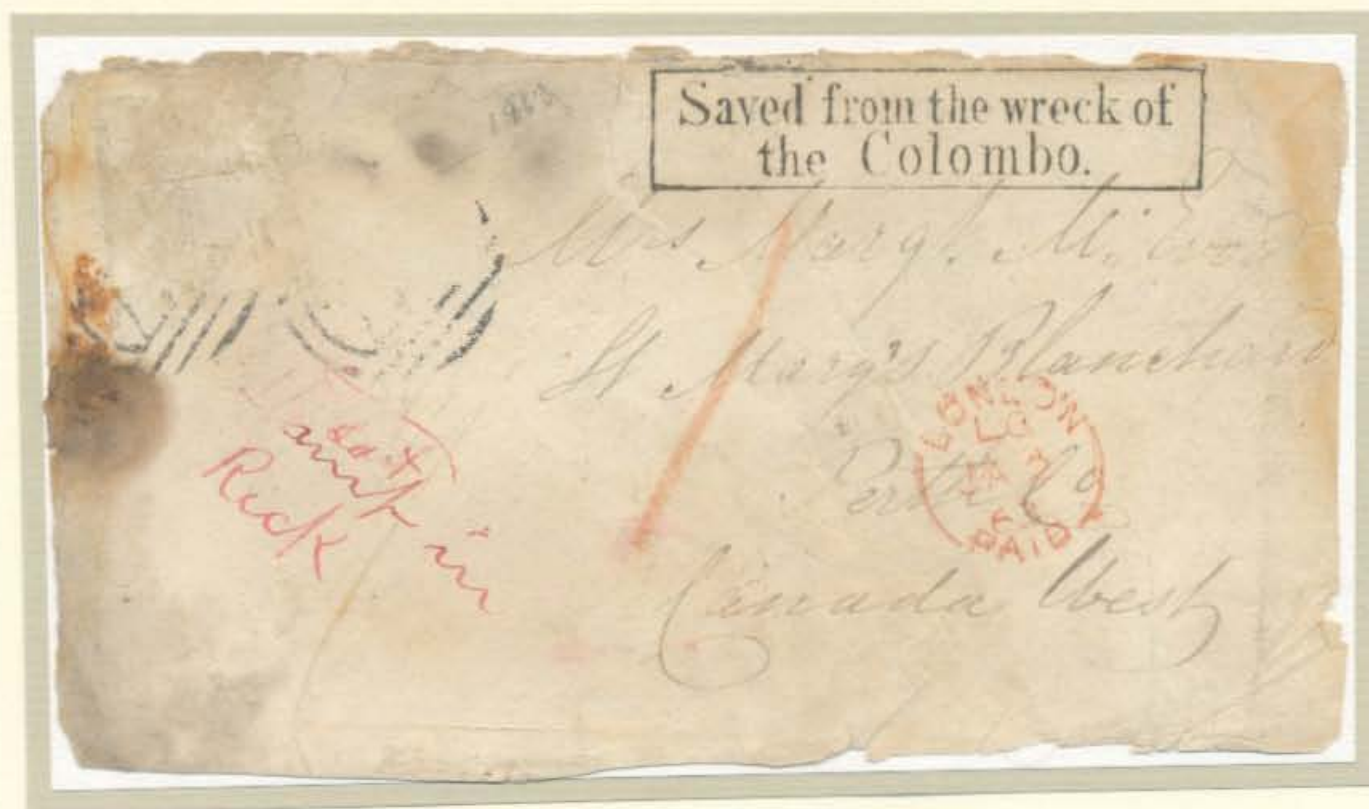
COLOMBO In 1859 the Colombo, a 2,127 ton steamer was put on the P. & O. Line's monthly Australian run.

On a return trip to Singapore in a fog she struck on Minicoy Island, most southern of the Laccadives in the Indian Ocean, 4 AM, November 19, 1862. The vessel heeled over, the sea entered through open hatches and she foundered. The mail was salvaged by divers, some of it being underwater for 3 months. The first salvaged mail reached London, the end of December 1862. From then on London postmarks have

been recorded with the most common date being January 20, 1862. In most cases the adhesive stamps were lost. The framed cachet **SAVED from the wreck of/the COLOMBO**, is usually struck in black.

This cover from Deep Lead Pleasant Creek, Victoria, New South Wales to Canada via London, shows adhesives have floated off, and bears the wreck cachet, and also the red manuscript "Lost stamp in Reck".

The cover bears a red London Jan. 3, '62 Paid transit marking on the face. It is backstamped Deep Lead Pleasant Creek, Oc - 23 '62, also Stawell Oc 23 '62 Victoria, and the receiving cancel St. Mary's JA ** '63 C.W. (Canada West, now Ontario).



Greyhounds of the Sea



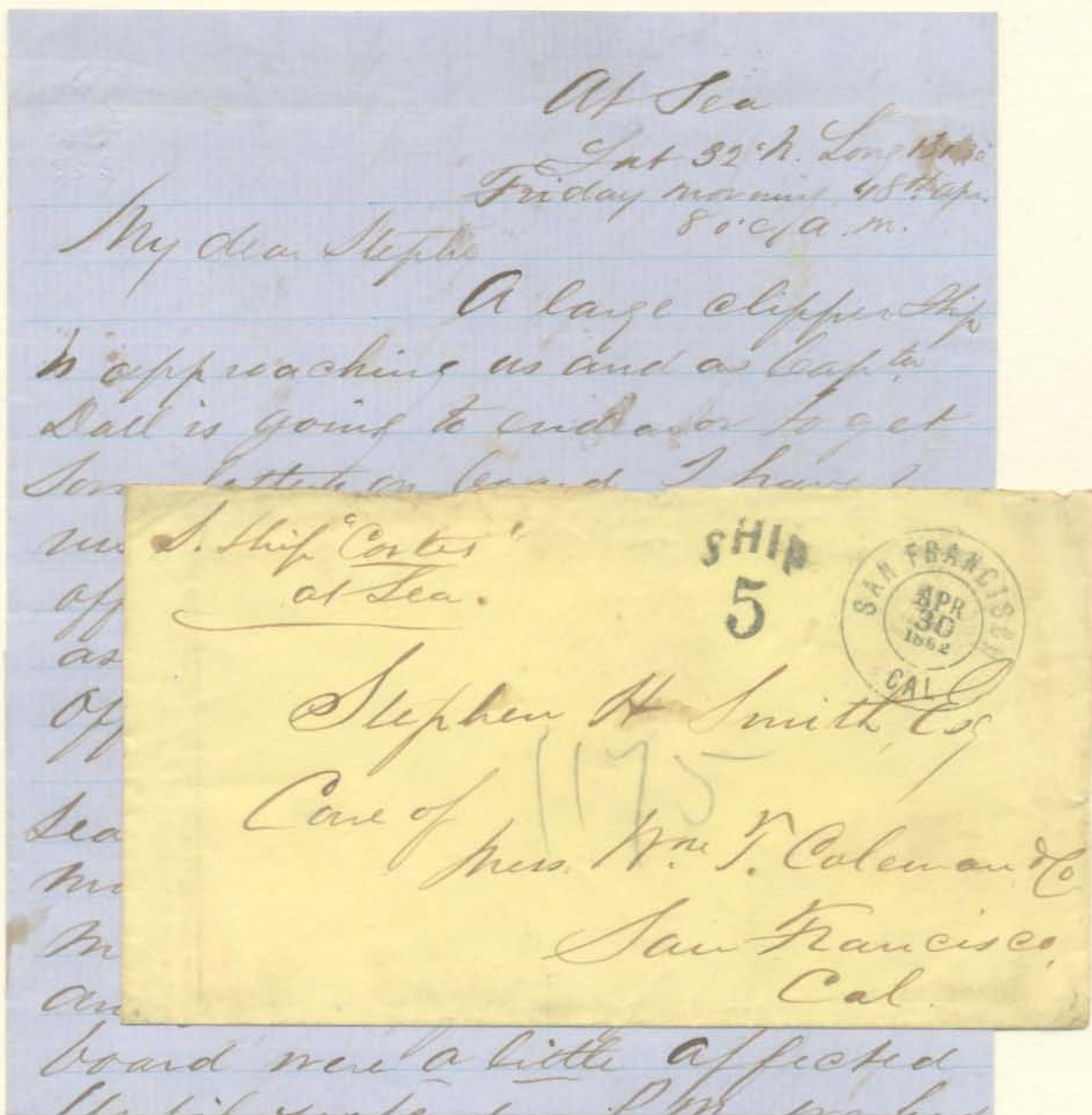
ORACLE American built clipper of 1196 tons. Built by Chapman & Flint, at Thomaston, Maine, in 1853. Sold to the British in November of 1862 and renamed YOUNG ENGLAND.

Cover shown above was carried from Canton, China, arriving at San Francisco on September 10, 1860. Captain Wood, to whom the cover is "Politeness of", was the Captain of the ORACLE.



DOVER CASTLE Blackwall frigate of 1002 tons built in 1858. The cover shown was carried from Melbourne June 23, to London where it arrived on September 28, 1860.

Greyhounds of the Sea



"A large Clipper ship is approaching"

CORTES Famous Gold Rush steamer built in 1852 and operated in the Panama and San Francisco run by the New York & San Francisco Line and eventually acquired by Commodore Vanderbilt for the Nicaragua Line. In April of 1862 the *CORTES* was chartered by Ben Holladay, the stagecoach king, for the China trade. It was on this first run to China when this letter was written. The following quotes are from the letter:

"A large Clipper ship is approaching us and as Capt. Dall is going to endeavor to get some letters on board I have rushed down to scribble off a few lines — have got to close right off as the ship is close upon us — hope to write you from China in about twenty five days. First days run 98 miles - 2d 214, 3d 199."

Wm. T. Coleman & Co., to whom the letter is in care of, were operators of clipper ships. See the cover carried by the *CARRIER DOVE* and the advertising card in this exhibit. Wm. T. Coleman was one of the leaders of the Vigilantes in those hectic days of the GOLD RUSH.

Research may eventually turn up the name of the clipper ship that picked up this letter at sea and carried it to San Francisco.

Greyhounds of the Sea

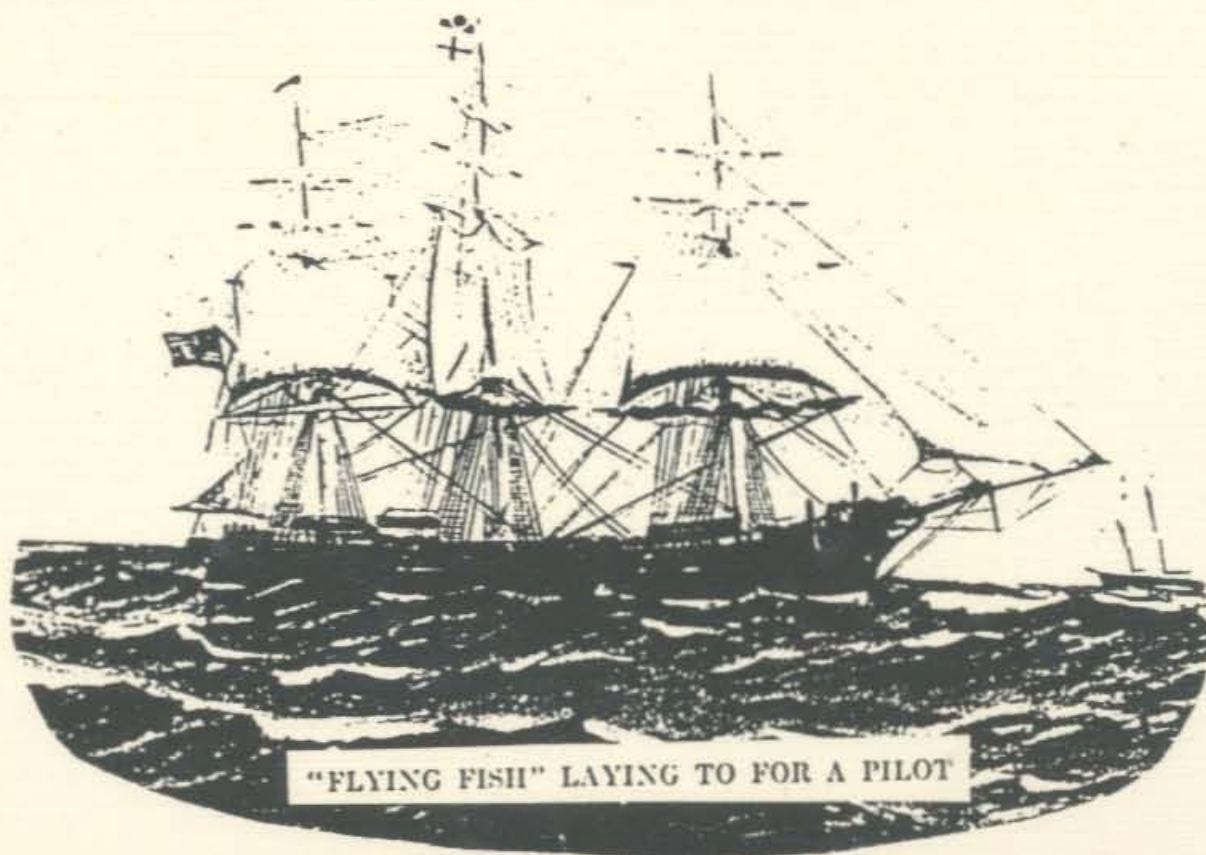


RED JACKET Mourning cover carried to Ireland from Melbourne, May 1 to July 27, 1855.



LIGHTNING Folded letter originating at Melbourne on April 10 and arriving at Liverpool on July 30, 1855 after a voyage of 101 days. Cover bears the quadruple rate of 4 shillings paid with two pairs of the Victoria one shilling stamps.

Greyhounds of the Sea



FLYING FISH Extreme clipper built by Donald McKay in 1851. She was lost at sea in 1858. The cover shown was carried from Hong Kong, May 5, to San Francisco, arriving on June 22, 1858. She was forty eight days in transit.



CHAMPION OF THE SEAS extreme clipper of 2447 tons, built by Donald McKay, for James Baines Black Ball Line in 1854. This cover was carried on the return trip of her first voyage to Australia, Feb./Apr. 1855 to Liverpool, in 84 days. The CHAMPION was abandoned off Cape Horn, in a sinking condition, on January 3, 1876. Cover originated At Adelaide, South Australia on February 8th, and was carried to Melbourne by the ship "Pr Havilah", where it made connection with the CHAMPION.



SULTANA was a large clipper of 1308 tons, built by James Nevins, at Nova Scotia in 1853. Operated in the Liverpool/Australian trade for the White Star Line and later for the Black Ball line. Cover shown originated at Geelong, Victoria on February 8, 1856, with arrival at Liverpool on May 21st.

Greyhounds of the Sea



BOOMERANG a large clipper of 1823 tons, built by T. St. Jean, Quebec, in 1853, for the BLACK BALL LINE. She was dismantled in the Atlantic and abandoned, while bound from Mobile to Liverpool in 1856, with a load of cotton - a total loss of ship and cargo. Cover shown originated at Sydney, N. S. W. as per postmark, on June 2, 1855, with arrival at Yorkshire, England on September 20th, the day after the BOOMERANG arrived at Liverpool - AUSTRALIAN PACKET/PAID LIVERPOOL/SP 19/55. The numeral "5" is an accountancy marking.



WALTER HOOD was a wooden clipper of 936 tons, designed and built by Walter Hood for the White Star Line of Aberdeen, Scotland, in 1852. The WALTER HOOD was wrecked near Jervis Bay Lighthouse, New South Wales, April 27, 1870. Her captain and 12 men were drowned. Cover shown was carried, as a SHIP LETTER, from SYDNEY, N. S. W., OCT 12, 1853, to London, where she arrived January 7, 1854 - 87 days in transit. It was rated "8" pence on arrival - 6p to London + 2p ship fee. The 1p & the 2p postage stamps were for the intercolonial 3p rate, but it looks like the ship sailed directly from Sydney?

Greyhounds of the Sea



Mutiny On Board a Clipper

SOVEREIGN OF THE SEAS Extreme clipper, of 2,421 tons, built by Donald McKay in 1852. The *Sovereign* was one of the best known of all the clippers and operated mainly in the Australian and China trade. She was wrecked on the Pyramid Shoals in the Straits of Malacca in 1859.

Cover shown was routed "pr *Sovereign of the Seas*" by the sender. It was then placed in the Post Office at Ballarat, Victoria on July 10, 1856 and thence to Melbourne where it was forwarded to London on July 12th. It was at Ballarat, or more probably, at Melbourne that the Postmaster rerouted the cover "Via of England By Champion of Seas" and rated it "Pd 12". On arrival in England, October 18, 1856, it was forwarded to New York where it received the postmark "NEW YORK NOV 8 AM PACKET" and rate of "33" cents — 12 cents British and 21 cents U.S. Collect.

McKay built the *Sovereign* on speculation, not to order, but soon after she was launched she was purchased by the firm of Funch & Meinke, ship brokers, of New York. In 1854, while on a voyage from Melbourne to Liverpool, a quarrel broke out between one of the steerage passengers and a member of the crew. The mate interfered and placed the sailor in irons thus provoking the crew who threatened to seize the ship unless their comrade was released. The situation became so serious that the officers, and some passengers who were armed, had to quell the mutiny by force of arms and three of the crew were ironed and placed between decks. The *Sovereign* was sold to J.C. Godeffroy & Son of Hamburg, Germany shortly after this voyage.

Greyhounds of the Sea



BLACKWALL British clipper type Frigate. Built at the Blackwall Yards in England in 1850 and wrecked at Morecambe Bay in 1884. Carried from Melbourne Dec. 27, 1854 to England Mar. 20, 1855.



ANGLESEY Clipper type Blackwall Frigate - 1851/1874. Carried from Melbourne Jan. 19 to London Apr. 26, 1856.

Greyhounds of the Sea



COLDSTREAM British clipper. According to the longitude and latitude the ship was off the tip of Argentina, enroute to San Francisco, where the cover was placed in the mails. No year date but in the 1860's.



JAMES BAINES American clipper built by Donald McKay for the Black Ball Line of London. Operated in the Liverpool - Australian trade. 1854/58. Cover carried from Melbourne to England in 1856.

Greyhounds of the Sea



DONALD McKay 1810-1880

Naval architect and master shipbuilder. The names of the clippers that he designed and built reads like a roll call of the greatest and most beautiful sailing vessels the world has ever known. Starting with the *STAGHOUND*, in 1850, he built thirty three clippers, ending with the *GLORY OF THE SEAS* in 1869. In 1854/55 he built four clippers for James Baines Black Ball Line of London — *LIGHTNING - CHAMPION OF THE SEAS - JAMES BAINES - DONALD McKay*. All four are represented in this exhibit, as well as the *FLYING CLOUD - SOVEREIGN OF THE SEAS - FLYING FISH - CHARIOT OF FAME*.



DONALD McKay This was a large clipper of 2594 tons. It was built in 1855, by Donald McKay at East Boston, for James Baines Black Ball Line, and was operated in the Liverpool/Melbourne trade. In 1879 she went under the German flag and eventually ended her days as a coal hulk at Bremerhaven. The cover shown was carried by the *McKAY* from Melbourne, on September 29th, to Liverpool where it arrived on December 28, 1855 after a voyage of ninety days.

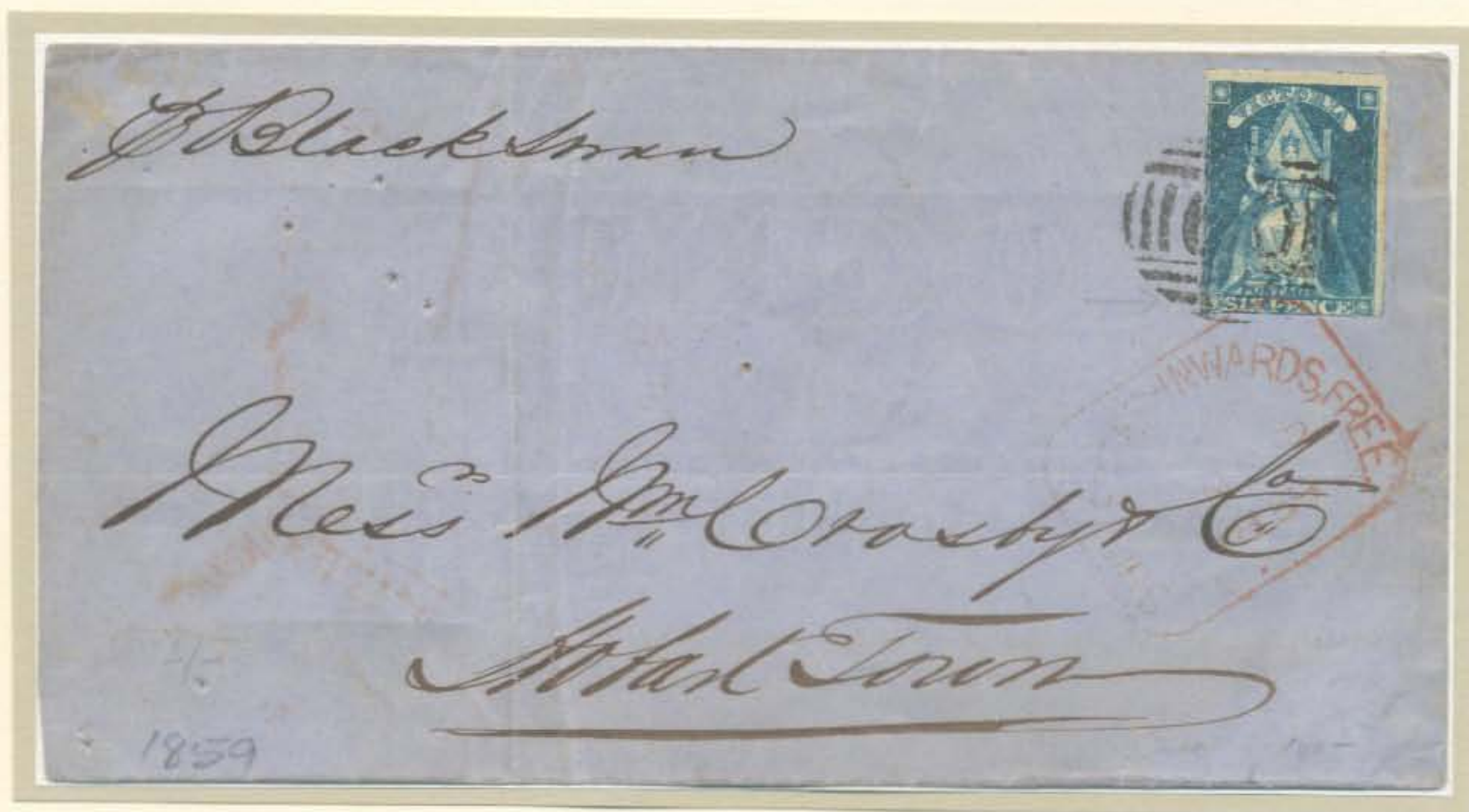
GREYHOUNDS OF THE SEA



BLACK SWAN & WHITE SWAN Screw-driven steamers with auxiliary sail operating in the Australian trade for the Australasian Direct Steam Navigation Company.

Cover shown above was carried by the White Swan from Adelaide, South Australia, May 19, 1858 to Melbourne, Victoria where it arrived on the 25th of the same month.

Cover shown below was carried by the Black Swan probably from Melbourne to Hobart Town, Tasmania where it arrived Nov. 21, 1859 as per red handstamp "SHIP LETTER INWARDS FREE / 21 NO 21 / 1859."



Greyhounds of the Sea



SHALIMAR Canadian built clipper. Operated in the Australian trade for the White Star Line. From Hobart Town, Tasmania to London in 1855.



WHITE STAR Canadian built clipper — 1854. Flag ship of Pilkington & Wilson's White Star Line of Liverpool - Australian packets. Cover carried from Melbourne to England — Aug. 29 to Nov. 27, 1855.

Chincha Island August 1st 54

Messrs Messrs Messrs

Gentlemen

I am happy to state that your Ship "Herald of the Morning" was at these Islands on the 30th day from San Francisco which time I have never known to be beat. My Master report shorter passage than they make in case of the "Red Rover" Clipper. who reports 40 days to Callao. It has already reached 44 days and I am inclined to think she was as long as the "Herald" or longer.

This leaves your Ship drawing 13 feet water on an even keel with all our ballast discharged. have had three days since I commenced, am doing very well now, lay about 40 tons per day. Have paid out \$800. for launch, want two more but cannot get them as they are very scarce. I see nothing as yet to warrant my paying for "Guano". we are daily expecting new officers at the Islands, if so the American Ship. will be benefitted by it. There are about 80 Ships at the Islands and the "Herald" is the Pride of the Fleet and Flag Ship on the station. We are nearly finished calking outside, pay calkers \$4. per day and feed them in the Cabin. they do excellent work here. shall use about 800 lbs oakum outside. shall calk decks of

Mr. Tarkenton,
Church & Windy Heights,
Recd. Sept. 13th
A.W.D.


Miss Margaret
Boston
Mass.
U. S. A.



CHURCH & WINDY
HEIGHTS
SEP 13 1891

the missing letter & bonds should be recovered
as I truly hope they will be, if not already
in your possession. I can enter upon
nothing else at present, but hoping soon
to hear from you that all is in order, &
with best wishes for your triumphing cause,
I am, dear Sir, yours very truly,
Andrew Leighton

"LIVERPOOL" LINE OF PACKETS
FOR CALIFORNIA.
Loading in Victoria Dock, for
SAN FRANCISCO,
(Taking Goods at through rates for Vancouver.)
THE BEAUTIFUL CLIPPER SHIP



STAD-ASSEN,
H. J. HAVERBULT, Commander:

516 Tons Register; S-S L 1.1, the highest classification in Bureau
Veritas. This fine ship is distinguished for the admirable con-
dition in which she delivers her cargoes, and presents a
first rate opportunity for Shippers of Fine Goods.
Has accommodation for a few Cabin and
Second Cabin Passengers.

For Freight or Passage, apply to
BOULT, ENGLISH, & BRANDON,
or to
ANDREW LEIGHTON,
17, Water Street.

Liverpool 13th May 1862

D. W. Kilbourne Esq
Care of Messrs Gilman & Co,
New York.

Dear Sir, I was astonished yesterday by a letter from my brother quoting a sentence from one you had written him stating that you had had no reply from me about the five bonds. I have, of course, answered him by this post, enclosing him a copy of my letter to you of 19th March enclosing said Bonds, duplicate of which is herein enclosed, from which you will see that the Bonds were duly forwarded together with Account to 31 Dec^r/60. The letter was addressed care of Messrs G. S. Robbins & Co, and sent per "Kangaroo" the same vessel as this comes by. I was getting anxious for your acknowledgment of receipt, & thought my brother's letter would contain it. Guess my chagrin & alarm less the letter has miscarried altogether. I address this note as above, hoping it will certainly reach you, & afford you the means of tracing the other. Do not lose a mail in advising me, in case

U. S. Naval Depot

"Spring Gardens" Hong Kong.

November 3rd 1858

My dear Mrs. Clegg.

The enclosed letter to you under date of August 25th will convince you that you have not been forgotten. You may think it strange however that I have not sent it before. Well I will tell you if it will be any satisfaction to you to know of course I could not tell how long you would remain in California & so hesitated about forwarding it there as I knew if you should have left that you never would have received it and you would have lost some of your home letters. My next idea was to mail it to the United States to the care of Captain Stone. By that time more than a month had passed away & so I said to myself, now if I put off sending for about one month longer I shall certainly hear from you, & then know positively where to send it. & just so it has turned out. For yesterday your old acquaintance the "Santa Claus" made her appearance in our harbor and exceedingly glad & pleased was I on returning home last evening.

U. S. Naval Depot.
"Spring Gardens". Aug: 25. 1859
Hong Kong.

My dear Mrs Fitz.

From "Manila" one month ago. I sent you a long letter. telling you how I come to be there. of my visit &c. I sent my letter by the "Barada Brothers" which vessel probably called from there the 4th or 5th of the present month. I left "Manila" on the 28th July in the Spanish Bark "Manhos" and arrived here on the 10th inst. just in time to mail a few lines to my Father to say that I had returned greatly improved in health & that they need not look for me home so soon as from my previous letters they might have expected. I found lots of letters awaiting me. in fact I have not got all yet. as Brother had forwarded a member to "Shanghai"; thinking that I would go there. such being my intention before.

My Dear Angelina,
I was
Back Camille, which
port. Hope the letter on
Clippers ship N. B. Palmer,
from Moreboard, as you
dare say, have ample time
my tedious passage to the
to hear that the usual ex
never deserted me, and
ed in spirits. That is an
to overcome such feelings.
Humphord of the "Tornado"
pool in March, - my hope
among my best and to
it contained two letters
board the "Tornado", after
it must have travelled
old, was, as you know
mentions your fears as to
The idea has never troubled
being too hard on them,
and although my temper

Sunday Decr 22^d 1861.
My dear Angelina,

Your kind favor via "Sword fish," was received a few days since, and after the accompanying letter was written. I was truly glad to hear of the happiness and welfare of yourself and family. Your favor came just in time. - I should have been much disappointed had I failed to hear from you before sailing. I was distressed to hear of the misfortune Tom had met with, but doubt not his energy will soon enable him to recover the lost ground. I have written to him, and enquired of you, as his change of residence might cause the letter to miscarry. The same vessel also brought me a letter from Louis Trimmerman - I had not heard directly from him for some time, ^{I believe} in fact, since he left me at A'pool four years since. You will note the remarks made in the accompanying letter, and will at once see how gratified I was in reading your ideas relative to the rebellion at home - God grant that the cause of country - liberty and nationality, may come out of this ordeal triumphant! - As you apprehended, none of your letters reached me from at Melbourn. Hope you will be more fortunate in writing to London - this for my own sake. I have no idea, as you appear to imagine, that Charles will go to N. S. with any view of joining the Naval Service in fact if he has married one of his cousins, "as uncle William writes, he was informed, it will not be likely that he would do anything of the sort. - I had not before heard of cousin Carolina's sad loss, and deeply sympathize with her. I should like very much to hear that uncle Smith's idea of going for her to Pray

Ship "Flying Cloud."
Hong Kong October 31st 1861.

My Dear Angelina,

I have written to you twice since our arrival at this Port on the 3rd ult. The ship "Bald Eagle" which carried my second letter put back, having been in collision, which would detain her considerably. I hope however both letters will have reached you before this comes to hand. Capt. Elmy, of the clipper ship "White Swallow" has kindly consented to carry for me the portrait I mentioned in my last letter. I have taken pains to put it up carefully, and hope it may reach you in good order. I considered it a very good copy of the daguerriotype, and had it been possible should have sent it to New York, and had another painted for you - but there was no opportunity. Capt. Elmy is an old friend of the Dumfords, and had charge of the "Somers" from San Francisco to the Chinese fields and to N. York, at the same time I was in the "Simoon." I have requested him to inform you of the picture being onboard his ship so that you may not miss it. The "Flying Cloud" still lays as idle as a painted ship upon a painted ocean. We have had numerous offers, but at so low a figure as to cause their refusal. There was a probability of our going hence to Manila to load for London or New York - and in fact there is still a chance, and I shall not close this letter until the last hour, so as to advise you should any thing transpire. Should this fall through, there remains the possibility of looking for San Francisco in the same line as the "White Swallow" - if we do neither of the above, I know not what more we shall make next. I am tired of laying still, and hope we shall be moving in

Ship "White Falcon."

Acapulco, Mexico April 8th 1863.

My Dear Angelina,

We arrived here on the evening of the 5th after a fine passage of 16 days from S.F. - the best that has been made between the two Ports for a long while. We had a fair wind all the way except just before we got here. All the letters I had so long waited for, came safely to hand per steamer "Honora" and among them yours, and two from Tom. Your little original note from San Francisco was taken out in

S.F. by Uncle

see if they

Although Pa

be able to get

should not have

that you feel

frame about



SHIP
5

Mrs. A. A. Basford.
Care of Mrs. J. K. Basford.
Cor. Post and Mason sts.

San Francisco,
Cal.

as a good picture - taken sitting, and only to the waist, - black dress, and bonnet off. Tell Johnson to color, and improve it with crayon, etc., in fact, to make it as good as he can. I will get it from him myself, and have only to beg that you will postpone having it taken too long - give him abundant time to do it well. The portrait which was in your letter, has been framed by Uncle Williams, and is at his house. I also received letters from Uncle Wm., Uncle Arthur, Cousin Willie has gone into the Navy as Capt. clerk of the vessel in the Gulf, and as Tom is now in the Army, I think the Meany family is at last represented in the Govt. Service. One letter I received was written to catch me at San Francisco - all the others were addressed to San Juan. The "Mass Taylor" is due here, bound to San Francisco on the 18th inst. and by her I shall try to send you some bananas, or other fruit. I have no idea yet how long

inform you in my last that during the temporary absence of A. J. C. by Capt. at the West.
 I don't think you for the kind of temporary absent officers make. I don't remember whether of
 ship "Hampden" which makes a letter more embarrassing for us - although no a general thing
 one very anxious to get out of the "White Star". He has now at the West the A. J. C. I think
 appears but it is a error which I do not want to have from friends
 this in at day tomorrow about getting command of me, and shall apply to his father if it
 about to send more ships into the Pacific, to him

send down in the 15 days.
 The "White Star".
 I don't think you for the kind of temporary absent officers make. I don't remember whether of
 ship "Hampden" which makes a letter more embarrassing for us - although no a general thing
 one very anxious to get out of the "White Star". He has now at the West the A. J. C. I think
 appears but it is a error which I do not want to have from friends
 this in at day tomorrow about getting command of me, and shall apply to his father if it
 about to send more ships into the Pacific, to him

San Francisco
 CALIFORNIA
 SAN FRANCISCO
 CALIFORNIA
 Nov. 21. 1863.
 Mr. J. S. Gifford.
 Care of A. J. C. Gifford Esq.
 Cor. 3rd and Market Sts.
 San Francisco.

SHIP

of note you by the la
 back, present your kind regards of the 21st
 sent, of great sympathy of the great harmony
 will not get out of my letter from them say the day
 from Panama, bringing no letter for me from
 the "White Star" I am much disappointed, and
 I shall not write any more, with this from
 the "White Star" I am much disappointed, and
 I shall not write any more, with this from
 the "White Star" I am much disappointed, and
 I shall not write any more, with this from

Ship "White Star" Saturday 21st
 San Francisco 6th 1863.

Dear Mr. ...
I have just a letter from ...
I must return by ...
I hope ...
19th 1863.



Dear Mr. ...
I have just a letter from ...
I must return by ...
I hope ...
19th 1863.



SHIP 5

Rev. J. A. ...
Care of ...
New York.

Dear Mr. ...
I have just a letter from ...
I must return by ...
I hope ...
19th 1863.

Dear Mr. ...
I have just a letter from ...
I must return by ...
I hope ...
19th 1863.

United States Mail Steamship Company,

New York, 185

Ship White Falcon. Acapulco.
July 3^d 1853.

My Dear Angelina,

By the Taylor I send you a box of shells adorned
white coral, which will
day's grave, and the
I could get no
low shells - as the passenger
as soon as possible
at the foot of Mission
will deliver it to whom
lananas, but I do not
much, as he has a great

DUE



Mrs. A. A. Basford.
Care of Mr. J. K. Basford.
Corner Post, and Masons etc.

San Francisco, Cal.

In "Moses Taylor."
Capt. Oletton.

deal to attend to. Even should I not go up to San Francisco, I am grat-
ified to think that I ~~shall~~ ^{should} have been able to comply with your
request about the shells. Last mail brought me quite a lot of
letters from N. Y. Tom will have written you of his withdrawal from
the Cal. Battalion, and his acceptance of a commission as 1st Lieut.
in a New York Cavalry Regt. I am glad to hear of this. Aunt Annie
wrote me quite a letter, she still feels her loss deeply, and can sympa-
thize with you in that respect. Cousin Lizzie is to be married in
September to Mr. W. A. Leavitt. Uncle William and uncle Arthur

the ship at all. By the last mail, I received two letters from New York, one well
probably have written you of her having left the Cal. Company, Baltimore, and your
New York Company last night. I am glad of it, as it will give him a chance
to found himself, that he could not have had elsewhere as a private. I must have
written that he still keeps up his letters with ability & industry, but it appears also
that he has an enormous quantity with other gifts as well. I think I wrote you
that I give is to be received in debt. I don't write me a letter with paper long last mail.

calling me alone at all from
has, to take charge of his
No. 1. Council for the East, in
withstanding the hot weather
from the effect of the climate
Extend the "Hate system," w
you, but I suppose is a pro
state, which I hope to see
him on his way up on the 4th inst, and I sent you quite a letter by him, as also a box of
in that respect, and is barely off at present. Besides, the "Hate system" had passed
by the "Emulation," because of her sailing in the shape of some to send you, - nature,
I am kind from her "Hate system" came duly to hand. It is not with
My Dear Sir,

San Francisco: Cal.
Care of Mr. J. H. Stanford.
Corner Post and Mason St.
New York, N.Y.



SHIP

San Francisco, N.Y. July 18th 1843.

United States Mail Steamship Company,

New York, ~~July 29th, 1855~~

San Francisco, July 29th, 1855.

My Dear Sir,

Although I have absolutely nothing to write about, I will not allow the steamer to sail home without dropping you a few lines, which, if they do no more

SHIP



Wm. A. Doxford.

Care of Mr. J. R. Doxford.

Corner Post and Market St.

San Francisco.

England.

P. Beldridge.

Although you have been really afflicted, you must remember, that I know those in the country, have today to measure some ^{who} had grown up to manhood, raised by the teacher who would train the best, which should have their support. One hour every day grows in store yet, and it is not only money, but it is also improvement to the best best above, to continually repair at Wells will. You are seeing that to allow your strength to dwell continually on the dark side of life. You never intend that this life should thus be rendered a scene of misery, but has not so many pleasures for which we should fulfill and submerge.

United States Mail Steamship Company,
New York, 185

Ship White Star Steam Ship August 4th 1853.

My Dear Sir,

I have not come forward for steam ship "Comet" as
 I am duty bound, and I will endeavor to answer it by the "Eagle", which
 I send of about last for on the 11th inst. I cannot afford to send of last week
 you, nothing of which has remained at the post. We have never before
 the of last week, and, in the evening, the late hour is above
 with the of "White Star", everything goes on
 as usual.



SHIP 6

Wm. St. J. Jackson.
 Care of Mr. J. St. Jackson.
 Corner Post and Market sts.
 San Francisco, Cal.

and don't imagine that those who differ from my views, must feel no disagreement
 above all else. However, upon such subjects, I endeavor not to be logical.
 associations have connected me with the Episcopalian form, and of your like it
 Methodist, and of so not can be attend his church without being. He is a
 By the last upward stream, a Whig's answer for the Democrats. He is a
 age, a man is far too old to go to sea - he is a grey headed
 this ship, like all old sailors, he is gone
 He is a very nice
 of the "Comet" ship.
 thing "Comet" ship.
 expect "Comet" ship.
 for m
 office u
 of the ship
 as usual
 with the
 the of last
 you, nothing
 the of last
 I am duty
 I send of
 you, nothing
 the of last
 with the
 as usual
 of the ship
 as usual
 with the
 the of last
 you, nothing
 the of last
 I am duty
 I send of

August 11th 1863

The "Taylor" arrived last night at 2 Am, and sails this P.M. I have no further news to write of any interest. The "Taylor" is to lay up this trip, and I am consequently doom^{ed} to an extra five weeks in Acapulco. There is now no hopes of getting away from this Port until the 1st of December soon. I am heartily sick and tired of the prospect, but what can I do? I got a letter from Mr. M. C. Roberts, my owner, and am glad to say that he appears pleased with my conduct. The "Orizaba" with dates from your part to the 23^d is now overdue, but I anticipate nothing from you, by her, of sufficient importance to authorize me in keeping this letter open. I dare say she will arrive before the "Taylor" sails. - I felt very much as if I was to have the paper yesterday, but feel again better today. I want Basford to send me an ounce of

him the money for it
J. H. Roberts for \$200.
at present. I shall prob-
ably bother William



Mrs. A. A. Basford.
Care of Mr. J. K. Basford.

DUE 6



Mrs. A. A. Basford.
Care of Mr. J. K. Basford.
Corner Post and Mason sts.

San Francisco, Cal.

Per Steam ship
"Orizaba"

United States Mail Steamship Company,
New York, 185

Ship "White Star", "Shanghai" August 19th 1863.

My Dear Sir,

Although I write you a long letter by the "White Star",
over about due at your port, I will not assume the responsibility of
without dropping you a few lines. By the "Golden Age", I hope to hear
from you - for I am not without anxiety on account of not having heard
from you, last week. - Since I last wrote you, the "Shanghai"
has gone to sea. She sailed five days since for Shanghai, and will be
gone about two months. Since I had an attack of the usual fever and
cough, I have not written.

Mrs. A. S. Sanford.

Care of Mr. J. N. Sanford.

Cornell, York and Norwich, etc.



10

San Francisco, Cal.

write find my general sense means an opportunity - even a gratifying one, for a
purpose find my efforts to do right, have been appreciated. But the "Star"
was also the bearer of unpleasant news - Mr. Roberts had sent orders for
her to lay over one trip - to be attended and repaired. She, of course, will have
the effect of delaying me a month longer in Shanghai, and consequently one
month longer, in this already tedious voyage. But what can I do? I cannot

VPD S

VPD SHEET PROTECTOR MY 11

VPD SHEET PROTECTOR MY 11

My Dear Madam,

Ever favor for Alvan - Dayler "come duty to
 kind, as also the governor which was received in good order
 of his knowledge to thank you for the trouble you have kindly
 taken. You will be glad to hear that I am rapidly preparing for
 you, and hope to get home about the 11th day. I am informed
 by Mr. Roberts, no his last letter, that a great hull is to be
 sent to the Port immediately from San Francisco. The steamship
Alvan sailed from New York on the 21st ult. for San Francisco
 and San Francisco. She is a fine ship of over 2000 tons and
 will run in connection with the "Dayler." Mr. Capt. Robertson, who
 is to bring her out, will not stop on this side it is not impossible
 that I may be transferred to her, in case this ship is not, as
 of hope she will be. I will try to do all that I can to effect
 this, but so they might imagine me anxious to get rid of her,
 order to get a steamer, I have to be very cautious how I express
 myself about it. I understand that Mr. Roberts has been
 offered some fine shares at your port, and I am that I shall find
 myself in for another long voyage upon my account. For many good
 reasons this would be very desirable to me. This I don't know
 I am to avoid it, if they cannot, or do not wish this ship. I hope, if
 not determined by her weather, to be at your port on the 15th of January.

Sheepskin. N.Y. Dec. 29th 1863.
 New York, Dec. 29th 1863.
 United States Mail Steamship Company,

My Dear Sir,

Many thanks for your
 which came duly to hand. of answer
 which after my return from department
 the U.S. in business to little with
 discharging another, which covered the
 would just to write me, and your
 long to find you in such low spirits
 my great was a stimulant both to my
 that little of you would be for happiness
 my a little more in the field. not in
 entirely worthy of your regard and ex-
 ingulate, to shut your eyes out from
 all that J. N. says about the hollow-
 been why you should both be surprised
 you. But think of your extreme in-
 create us to be loyal in our habits, and
 philosophy which bids us to withdraw out from the world, either be-
 cause we do not consider ourselves good enough for it, or it good enough for us
 else for from your having any cause to be dissatisfied about yourself. I am
 considerably say (and I don't think my friend Whately will speak you that of
 our friend of the party) there in planning you as a writer. When any

SHIP

No. 21. St. Raphael.

Care of Post and Steam etc.

In Steam ship
 America

Charles Francis Co.

San Francisco

CALIFORNIA

SAN FRANCISCO
 MAR 24
 1854
 CALIF



New York, 1854
 Deposition taken at St. Raphael, California, July 29th 1864.

United States Mail Steamship Company,

United States Mail Steamship Company,

185

New York,

March 27th 1854.

My Dear Benjamin,

It shall be very much occupied after the
arrival of the "Albion" and "America" of next night of the
abundant time of my disposal now to send you a few lines.
The "Heldin" lady brought me letters from you, but of late it for you
of course have been

New York brought me
the other persons are

New York from across

de would be daily busi-
ness, without my change

hopping for the summer
going to bank for

Wm. G. T. Casford.
Casford and Warren the
San Francisco, Calif.



with that I appear as a married lady as an
could expect. I have been quite ill, but in again such letters.
I should not me a short note in which the contents in disapproval.
sent at my first returning to New York. He had made up his mind
that I would do so - He was very much pleased with the photographs
particularly your own. When receiving the enclosed my letter with the enclosed
the "America" relation to my stay on the "Albion". He says that I don't
think a day of it months on the "Albion" will injure me professionally or
otherwise. I am not my letter relation to the way to perhaps

United States Mail Steamship Company,

185

New York,

San Francisco April 13th 1864.

My Dear Angeline,

Although the last boat steamed tonight we are news from you, & will not allow me to part without sending you a few lines. By the steamer "I wish you quite a long letter, which I hope you will receive."



Wm. A. St. Paul
Care of Mr. G. St. Paul
Cor. Post and Mason Sts.
San Francisco

Cal.

write that Erskine has an idea of marrying Margaret - one of our best daughters. As he intimates something of the kind himself of should not be surprised if it turned out as she anticipates. I wish Erskine would hasten to some movement - but perhaps I am writing of matters in regard to which you are already informed. Erskine last letter is dated at Philadelphia, at which port he had discharged a cargo from the "Herald". The announcement of his possibility of visiting New York in July or August, but of no exact place much dependence on it as he has often written me that way before.

San Juan del Norte Sept. 25th 1867.

My dear Angelina,

Your favor of the 21st ult. is before



Mrs. A. A. Barford.
Care of J. K. Barford Esq.
Corner Post and Mason sts.

San Francisco.
California.

Per Steam Ship
"Constitution."

of it. Charles must have a very young wife
last thing needed to make him a thorough Brazilian,
and, for mother's sake, I do not regret it, although I
should not fancy it myself. I hope the poor girl
will learn to live without her mother! I heard from
Blandie by last steamer, as usual. She writes that Lucia
has gained 10 lbs since she reached N. York - now weighs
30 lbs! Blandie partly expected me by last mail, but it
was out of the question for me to leave here. She