

SHIP PASSENGERS (Maritime Heritage, n.d.)

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Very Important Passengers



William H. Webb

August 21, 1852, *Daily Alta California*, San Francisco, California

LESSONS IN SHIP BUILDING. -- *The city of New York has commenced a system of education in ship building; desirous of infusing some of her peculiar ideas of taste and beauty in the art throughout the world, she has sent to England one of her celebrated builders, Mr. Webb, who has given out his intentions of introducing a new model of clippers, and proposes to build a yacht that will beat the celebrated America. His arrival at Cowes was announced in one of the London papers.*

Thursday, January 17, 1870, *New York Herald Triple Sheet*

January 10, 1871, *San Francisco Chronicle*

AUSTRALASIA

By the arrival of the *Moses Taylor* from Honolulu, which connected with the *Wonga Wonga* from Auckland, we have New Zealand dates to December 7th and from Sydney to November 30th.

New Zealand

A contract has been entered into between the Postmaster General of New Zealand and W. Nallson, on behalf of Holladay & Brenham, of San Francisco, and W.H. Webb of New York, for a monthly conveyance of the mails between San Francisco and Auckland by a line of first-class steamers. The contractors are to enter into bonds, to the amount of \$25,000, for the due performance of their contract. The contractors agree, subject to a penalty of \$1,000 per annum, to procure from the United States an exemption from all the charges for mails between San Francisco and London, and between New York and San Francisco, which are now imposed under the convention between the United States and Great Britain. The contractors also agree to use their best endeavors to secure a concession under which wool, the produce of any colony contributing to the mail subsidy, and the fiber of the *phormium tenax* produced in New Zealand, shall be admitted into the United States duty free.

The English and European mails, via San Francisco, were delivered in Auckland on November 11th, the *Wonga Wonga* having occupied a little more than sixteen days in the run from Honolulu.

January 10, 1871, *San Francisco Chronicle*, San Francisco, California, U.S.A.

The Australian Steamship Line

If we, Americans, are only as anxious to forward our own interests as the people of New Zealand are to advance theirs, a line of steamers owned in the United States, and flying the American flag, will soon be performing mail service between this port and New Zealand. In the present depressed state of our shipping business, every enterprise like the one to which we are alluding deserves special encouragement, and we trust the claims of this New Zealand line will be laid fairly but firmly before Congress.

There is a bill now awaiting consideration which proposes to endow the line with a liberal subsidy; but, unless pains are taken to push it, it may suffer this session the same fate that it did last and get ignominiously shelved. When we find the New Zealand Government willing to aid the enterprise with an annual grant of from \$150,000 to \$300,000, according to the service performed, we may certainly agree to be at least equally liberal. San Francisco is much more likely to profit pecuniarily from the proposed steam route than Port Chalmers or Sydney, and therefore it would