

# The Clipper Ship THAMES CITY

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Date – 27 December 2015

## Introduction

This paper has been written as part of a study of the Glover family. Captain Thomas Glover<sup>1</sup>, my wife's Great Great Great Uncle, was sometime captain of the clipper ship *Thames City*. Thomas Glover was the son of Alderman Terrot Glover JP of South Shields and brother of Sir John Glover, Robert Reaveley Glover and Septimus Jonathan Glover, the founders of Glover Brothers, ship brokers and ship owners of London.

There are some interesting aspects to the history of this vessel which extend beyond family and maritime history and there is misunderstanding in some of the data already in the public domain. The author concluded, therefore, that a carefully researched and cross referenced paper may be of general value.

## Basic Data

Built in Sunderland in 1856<sup>i</sup> by D A Douglass of Southwick<sup>ii</sup>

Official Number 7357<sup>iii</sup>

557 tons - 142ft x 29.5ft x 17.5ft<sup>iv</sup>

The sole owner of the vessel was Henry Rounthwaite<sup>v</sup>, ship owner, of 18 Foyle Street, Sunderland<sup>vi</sup>.

Lloyds Register shows *Thames City's* captain as J Glover throughout her life (Figure 1). We can demonstrate that this is incorrect, the master being Thomas Glover for the first few years. There are multiple references to him by name, and it is well documented that his wife bore a son, Richard Muir Glover, on board the *Thames City* in British Columbia. It is probably that this was an initial transcription error, a T being read as a J, which was simply repeated year on year. We will also see that from June 1860 onwards her captain was actually James W Sedcole<sup>2</sup>.

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<sup>1</sup> Thomas Glover, born 31 Oct 1830 in South Shields. Retired from the sea in 1874 and appointed Dockmaster of the Northumberland Dock. Retired in 1899 and died 3 Dec 1903 in North Shields. See also Figure 2.

<sup>2</sup> James Willie Sedcole, 1820 - 1863. His name is much misspelt in contemporary documents. See also Appendix A.

## Working Life

Research has revealed a reasonably coherent story of the life of the *Thames City*, though it is by no means complete. Given the high quality of reporting of shipping matters in north eastern newspapers, it is perhaps surprising that there are gaps in this narrative, but it should be recognised that local newspapers from Sunderland for the period we are interested in are yet to be digitised and made available on-line. The writer has not been able to examine hard copy archives, but will review the available data from time to time and update this paper if necessary.

We can divide this story into three parts.

### 1. India

Although no report has yet been found for *Thames City's* launch, the first reference we have, in The Times shipping intelligence reports, shows her arriving at Deal, Kent on 11 April 1856, en-route from Sunderland to Bombay<sup>vii</sup>. Given that we know she was launched in 1856, it is probably that this was her maiden voyage. On 18<sup>th</sup> July 1856 she is recorded arriving in Bombay under the command of Captain Glover<sup>viii</sup>.

On 1 Nov 1856, as a result of the Shah of Persia invading Afghanistan, the British Governor General declared war and began to assemble a force at Bombay to land in Persia. *Thames City* was one of 23 transport ships chartered by the government to carry an army from India. See figure 3. She was one of three vessels allocated to transport the Poona Horse cavalry regiment under the command of Lt-Col T Tapp. The force left Bombay during early November and rendezvous at Bandar Abbas on 24<sup>th</sup>. The first action of the war took place between 5<sup>th</sup> and 10<sup>th</sup> December when *Thames City* was involved in the assault on Fort Rushire (Rishahr or Rashir) during the Battle of Bushire (Bushehr) on the Persian Gulf<sup>ix</sup>. The Poona Horse were landed on 7<sup>th</sup>. The captain and crew of the *Thames City* and the other transports were commended in despatches for their role in supporting the assault, landing troops, horses and stores under difficult circumstances<sup>x</sup>.

It is assumed that *Thames City* remained in India for the next nine months or so, probably supporting the military efforts in Persia, as the force was doubled in January 1857.

The next clear reference found to *Thames City* is to her arrival in Colombo, Ceylon (Sri Lanka) from Bombay on 25 Nov 1857, still under Glover's command<sup>xi</sup>. Here she loaded 8829 cwt of coffee, 8265 lb of cinnamon, 19154 gal of coconut oil, 211 cwt of plumbago and 616cwt of coir<sup>xii</sup>, and sailed for London on 8<sup>th</sup> Feb 1858<sup>xiii</sup>. She arrived at Gravesend on 29<sup>th</sup> May, and entered London Dock two days later<sup>xiv</sup>. The broker mentioned is "Bonus", assumed to be Carter & Bonus of Leadenhall Street.

## 2. British Columbia

British Columbia became a Crown Colony on 2 August 1858 and the same month shipbrokers Shaw Savill & Co<sup>3</sup> advertised two ships intended to sail there from London (See figure 4). Almost immediately it was announced that the *Thames City*, had been chartered by the government to carry a detachment of Royal Engineers to British Columbia<sup>xv</sup>.

This expedition has been well documented and was significant in the early development of the new colony. 150 officers and men of the REs were selected, under the command of Lt Colonel Moody, and the majority travelled on the *Thames City*. Unusually, any of the married soldiers who wanted it, were given free passage for their family to travel with them. Additionally, subject to good conduct, at the end of 6 years they would have an option to stay and be granted 60 acre of land. When the detachment was disbanded five years later, 130 NCOs and men opted to settle in British Columbia<sup>xvi</sup>. There are several place names now that remember this small group of colonists, including Port Moody and Sapperton.

There is some confusion in contemporary written material about the *Thames City*. Shaw Savill advertised her as 1,000 tons, and the reports in *The Times*, which are repeated many times elsewhere, say she was of 1,500 tons burden. This conflicts with the 557 tons listed in Lloyds Register and raises a question about the identity of the vessel. However, a record of the voyage was kept by Lt Henry Spencer Palmer<sup>xvii</sup> and others in a weekly journal, the *Emigrant Soldier's Gazette and Cape Horn Chronicle*<sup>xviii</sup>, which was handwritten on board and read aloud to the passengers each Sunday; it was subsequently printed as a souvenir after the voyage. Number 1 of this record states that the *Thames City*, commanded by Captain Glover, was of 557 tons (see figure 4).

The sappers left Brompton Barracks, Chatham on 22 Sep 1858 and boarded the *Thames City* at Gravesend. They sailed to London Dock, where they supervised the loading of stores and supplies<sup>xix</sup>. *The Engineer* magazine recorded that they took with them "... telegraphic apparatus, portable railroads, portable boats, printing presses, steam-engines for the erection of saw mills, photographic apparatus and an immense assortment of sapping, mining and other tools<sup>xx</sup>.

The ship left London Docks on 7<sup>th</sup> October 1858<sup>xxi</sup>, and left Gravesend on 10<sup>th</sup> Oct. She was held at The Downs by adverse wind, but finally left on 17<sup>th</sup> October<sup>xxii</sup>. Exact numbers on board vary between reports, but the most reliable source is likely to be the *Emigrant Soldier's Gazette* which records (Figure 4) that 2 officers, 1 surgeon, 118 NCOs and men, 31 sappers' wives and 34 children were carried on board. Despatches record that Wymond Ogilvy Hamley, customs collector<sup>xxiii</sup>, and Reverend James Gammage and his wife were also aboard<sup>xxiv</sup> (Fig 4). As we will see later, Captain Glover's wife Jane also made the trip.

They crossed the equator on Monday 22 November and anchored in Port Stanley, East Falkland on 28 December. They sailed again on 12<sup>th</sup> January 1859 and, after rounding Cape Horn, put into Valparaiso, Chile on 10<sup>th</sup> Feb, leaving on 14<sup>th</sup><sup>xxv</sup>. Whilst they resupplied the ship here, the soldiers were not allowed ashore because of the revolutionary conditions there.

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<sup>3</sup> Shaw Savill & Co was formed in 1858 when Robert Ewart Shaw and Walter Savill, and several others left the employ of Willis, Gann and founded the firm of Shaw, Savill, and Co. The earliest reference found in March 1858. Their business began by offering emigrant passages to New Zealand under the "Passenger Line of Packets" but soon expanded to other colonies.

*Thames City* finally anchored in Esquimalt Harbour, Vancouver Island, on 12 April 1859 after some 187 days voyage<sup>xxvi</sup>. See figure 6 for map of voyage.

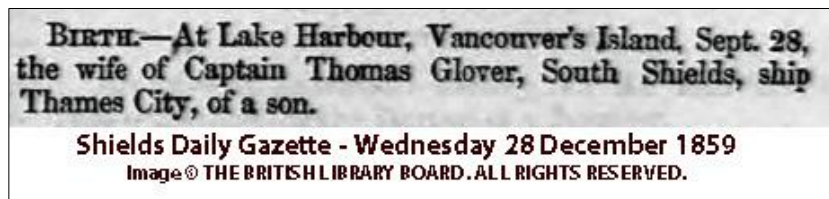
A short wrangle ensued, as attempts were made to get permission for *Thames City* to carry the company and stores up the Fraser River, but permission was declined by Shaw Savill & Co because of insurance difficulties and the risk of the crew deserting. The detachments eventually sailed on the steamer *Eliza Anderson* to the Frazer River and created a settlement at Queensborough, later renamed New Westminster.

9 births took place during the voyage, and at least 1 death, a woman who died in childbirth.

About a month after *Thames City*, another ship, the barque *Briseis*, left London with some 300 tons of stores for the sappers. It, however, never arrived, having been destroyed by fire off Brazil on 7<sup>th</sup> December, fortunately without loss of life<sup>xxvii</sup>.

The cost of this trip was expected to be £1270-10-1 (Figure 7), but some inevitable haggling took place. For example it was said that the ships provisions had been insufficient for the journey, and that some of the cargo had to be consumed. A later despatch says that the broker was claiming £1,520-1-3, so it is not clear how much was actually paid over in the end..

Although we have no detail, *Thames City* clearly remained in British Columbia for some time, as on 28 Sep 1859, Captain Thomas Glover recorded the birth of his own son, Richard Muir Glover, aboard the *Thames City*, as reported below.



Glover must have sailed for home soon afterwards, as *Thames City* was reported off Falmouth from Vancouver's Island on 21 March 1860<sup>xxviii</sup> and arrived into London on 26<sup>th</sup> of that month<sup>xxix</sup>.

There is a great deal of information about the Royal Engineer's expedition to British Columbia in the public domain for researchers, and a lot of interest from descendants of the soldiers who settled there. This paper has only touched on the subject in-so-far as it is relevant to the *Thames City*.

### 3. New Zealand

Through April and May 1860, *Thames City* was listed as loading at St Katherine's Dock, London, under Glover's command, and scheduled to sail for Wellington, New Zealand<sup>xxx</sup>. Ship Brokers Shaw Savill & Co advertised her under their "New Zealand – The Passengers' Line of Packets" banner (see figure 8).

In the event, after much delay, *Thames City* was cleared out of London with cargo and passengers on 25<sup>th</sup> July under the command of Captain J W Sedcole. She collected further passengers at Gravesend, from whence she sailed on 27<sup>th</sup><sup>xxxii</sup>.

Reference to figure 9 will show that she was carrying a significant quantity of livestock, and also lists her cabin passengers as follows:-

- Mr G.W. Jordan and Mrs Jordan
- Mr Henry Burr
- Rev. Mr John Wycliffe Gedge and lady
- Mr G.Mace and Master Mace
- Mr Henry Graham
- Miss Barbara Horne
- Captain Chaytor and his brother ([Capt. John Clervaux Chaytor and Edward Chaytor](#))
- Mr Charles Hudson
- Mr Norris and his brother (Messrs G H Norris and A Norris)

It is apparent that there were other passengers in lower classes of accommodation who were not listed in the newspapers, but from other sources<sup>4</sup> we learn that they included:-

- Mr & Mrs Charles Gibson, with 8 children.
- Their daughter and son-in-law, Mr and Mrs Thomas Delamore - of Liverpool (who may or may not be included in the 8 above.
- Mr & Mrs Abraham Abrahams and their daughter – of Holland
- Mr Adams and his son
- Mr Cameron
- Mary Ann DeGrutchey
- Mr Ferguson
- Master Horne

One of the passengers booked travel, Jane Wood, joined the vessel in London, then disembarked at Gravesend, unhappy with her berth, and then attempted to recover her fare. The reports of this event are included in Figure 10.

A full crew list has not been found, but a number have been identified<sup>xxxii</sup>, including:-

- James Willie Sedcole – Master
- David Barkly – Chief Mate
- James Hunt – Boatswain and Acting 2<sup>nd</sup> Mate
- Samuel Wright – Able Seaman
- Isaac Brittain – Able Seaman
- Edward Martin – Able Seaman

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<sup>4</sup> These come from a variety of sources, including other websites, and deduction from obituaries in New Zealand Newspaper. For the sake of brevity they have not been fully cross referenced.

*Thames City* arrived in Auckland on 4 Nov 1860 after a voyage of 100 days from The Downs. The New Zealander newspaper (7 Nov 1860) reported her arrival thus:-

“She sailed thence [The Downs] on the 29<sup>th</sup> July; took her final departure from Ushant on the 2<sup>nd</sup>: sighted Madeira on the 8<sup>th</sup>; and crossed the Equator, in latitude 18° 7' West, on 26<sup>th</sup> August. Experienced a good North-east Trade carrying it to 14° 41' North latitude and, in sixteen days afterwards, fell in with a South-east Trade, in latitude 13° 20' South, longitude 23o 47' West. From the 19<sup>th</sup> of September, in latitude 46° 41' South, longitude 3° 4' East, experienced a succession of severe weather, with rain, snow, and hail in heavy squalls all the way to Van Diemen's Land. Passed the meridian of the Cape of Good Hope in latitude 46° 54' South: ran down her Easting between that and the parallel of 51° South; passed to the Southward, but without sighting Van Diemen's Land: made the Three Kings on the 1<sup>st</sup> instant, at 5 a.m., and the Poor Knights on the following morning at 6 o'clock, coming to anchor, off Hobson's Bay, on Sunday night. The *Thames City* is a fine, slightly ship. She has brought valuable addition to our Colonial livestock in horses, cattle, sheep, deer, hares and other game, the particulars of which appear elsewhere. The principal part of her cargo and the bulk of her passengers are bound for Wellington, for which port she will sail this day.”

*Thames City* arrived in Wellington on 16<sup>th</sup> November, amidst much excitement about her cargo. The level of importance of such shipments to the settlers, and the range of goods, involved is demonstrated by the example advertisements shown in Figure 11.

It soon became apparent that some of the cargo was damaged, some through movement during the voyage, and some, particularly tea, from damp. Several merchants took legal action against the Master, and cases were heard in the Magistrates<sup>xxxiii</sup> and the Supreme Court<sup>xxxiv</sup>. In both cases, the court found for the Plaintiff. See also Figure 12. The processing of these claims resulted in *Thames City* being held in port at Wellington for several months, but on the 25<sup>th</sup> March she sailed in ballast from Wellington to Newcastle, New South Wales, collected a cargo of 790 tons of coal and arrived back in Wellington on 14<sup>th</sup> April<sup>xxxv</sup>.

On 19<sup>th</sup> July she arrived in Auckland after a 12 day run from Wellington, with 184 head of cattle and 3500lb of butter and having discharged this, left New Zealand in ballast on 25<sup>th</sup> July bound for Guam.<sup>xxxvi</sup>

The next clear reference we have is to *Thames City* arriving in Cobija, Bolivia<sup>5</sup> in October 1861, from Valparaiso, Chile<sup>xxxvii</sup>. A later report says that she was carrying a heavy load of guano from Valparaiso bound for Pikeki<sup>6</sup> and then went on to Mauritius, having suffered storm damage en-route. She was reported on berth in Port Louis on 4<sup>th</sup> March 1862 and to have sailed for London on 1<sup>st</sup> April with a cargo of 669,000lb of sugar<sup>xxxviii</sup>. On 11<sup>th</sup> June she was spoken to by an American ship at lat 8 north, long 27 west, approximately due west of Freetown.

On her return voyage she began to take in water and eventually, on or about 22 July she was abandoned at 36N, 36W, about 800km south west of the Azores<sup>xxxix</sup>. The crew were rescued by a passing American whaling ship and landed safely at Fayal in the Azores. A fuller account of her loss

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<sup>5</sup> Cobija was Bolivia's major seaport. Annexed by Chile and later abandoned.

<sup>6</sup> The author has been unable to establish where this is.

appears in Figure 13 and a map in Figure 14. The records suggest a crew of 20, including the master, and no passenger.

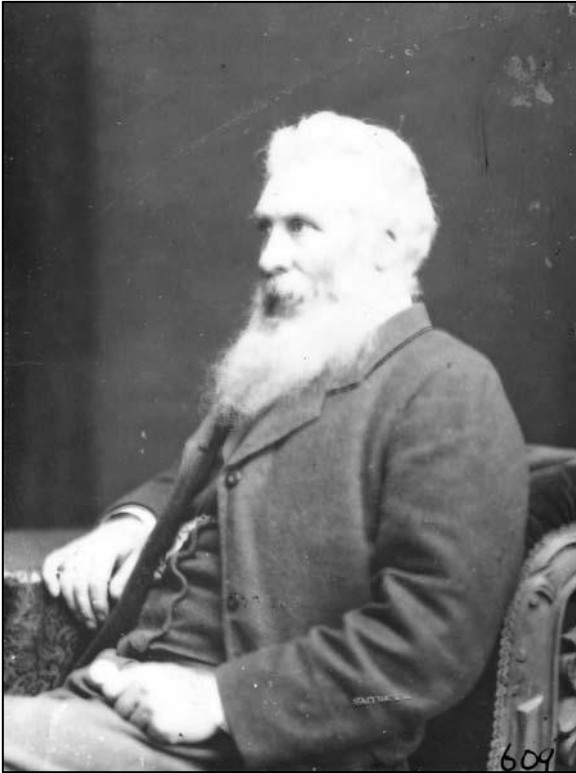
There is clear evidence that Captain Sedcole had his wife, Mary, with him on this voyage, and it is possible that their daughter Sarah was also with them. Another researcher<sup>xi</sup> says that Capt and Mrs Sedcole visited New Zealand in about 1859. She also believes that Mary died and was buried in Mauritius, though no date is given. The writer's own research (see Appendix A) has found that James and Mary had a child, Christiana, born in New Zealand in 1861, which is fairly conclusive evidence that Mary travelled on the *Thames City*! James was a widow when he died in 1863. So it looks as though James lost his wife and his ship within a matter of months. Possibly infant Christiana was with him and was rescued from the sinking *Thames City*, but the record of her loss says there were no passenger.

Figure 1 - Lloyds Register of Shipping Entries for Thames City

No.	Ships.	Masters.	Tons.	BUILD.		Owners.	Port belonging to.	Destined Voyage.	Classification.				
				Where.	When.				No. Years first assigned.	Character for Hull & Stores.			
<u>1856-57</u>													
✠5	—City YM.56c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Sld. India	10 A 1	1			
<u>1857-58</u>													
✠9	—City YM.56c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Sld India	10 A 1	56			
<u>1858-59</u>													
✠2	—City YM.56c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Sld. India	10 A 1	57 56			
<u>1859-60</u>													
120	—City YM.&ptr.58c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	58			
<u>1860-61</u>													
125	—City YM.&ptr.58c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	58			
<u>1861-62</u>													
✠9	—City ptYM.&ptr.58ptYM.60c.f.	S J. Glover	557	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	400			
No.	Ships.	Masters.	Tons.	DIMENSIONS.			BUILD.		Owners.	Port belonging to.	Port of Survey and Destined Voyage.	Classification.	
				Length	Breadth	Depth.	Where.	When.				No. Years first assigned.	Character for Hull & Stores.
<u>1862-63</u>													
✠5	—City ptYM.&ptr.58ptYM.60c.f.	S J. Glover	557	142-0	29-5	17-5	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	4,60
<u>1863-64</u>													
✠5	—City ptYM.&ptr.58ptYM.60c.f.	S J. Glover	557	142-0	29-5	17-5	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	4,60
<u>1864-65</u>													
✠9	—City ptYM.&ptr.58ptYM.60c.f.	S J. Glover	557	142-0	29-5	17-5	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	4,60
<u>1865-66</u>													
✠1	—City ptYM.&ptr.58ptYM.60c.f.	S J. Glover	557	142-0	29-5	17-5	Sndrld	1856	R'nthwte	Sndrld	Lon.	10 A 1	4,60



**Figure 2 – Captain Thomas Glover (1830-1904) - Photo dated about 1880**



**Figure 3 - East India Company's fleet of transports and war-steamers in Bombay Harbour, previous to their departure for the Persian Gulf" - Illustrated London News.**

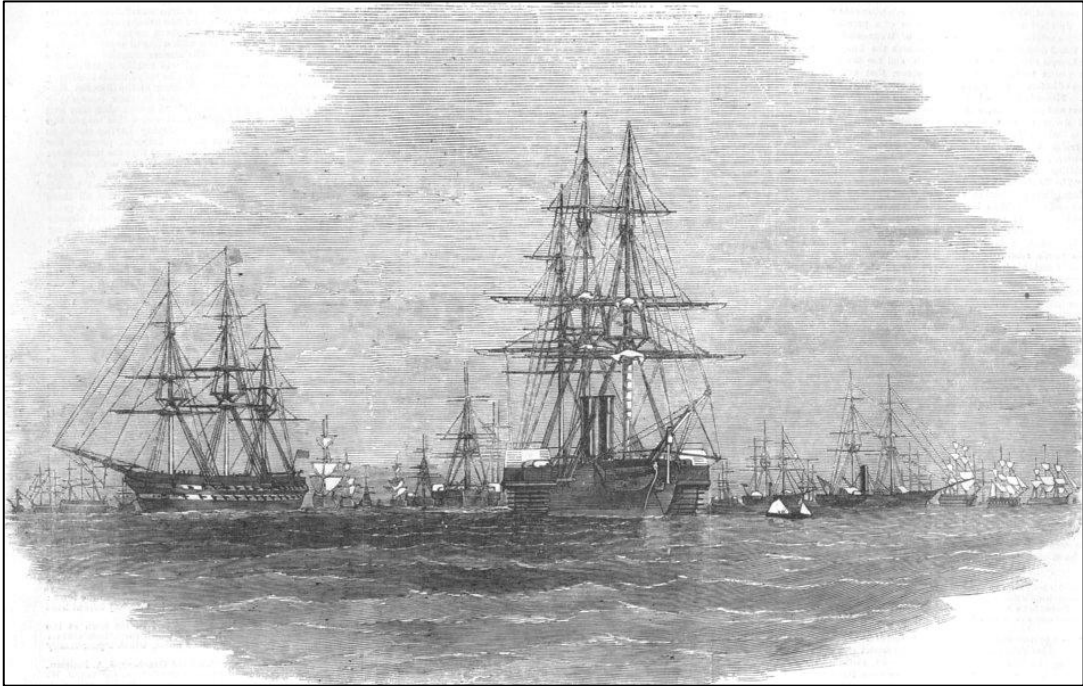


Figure 3 Advertisement for Thames City departure for Victoria - 1858

**GOLD REGIONS, BRITISH COLUMBIA.**

**THE PASSENGERS' LINE OF PACKETS TO VICTORIA,  
VANCOUVER'S ISLAND.**



**T**HE following splendid Ships will be despatched from LONDON on the given dates:—

GUADALETE..... 500 tons .. 15th August.  
 THAMES CITY... 1000 .. 31st

These Ships have accommodation of a very superior description for all classes of Passengers. They are the only Ships loading from the United Kingdom direct for the new colony of British Columbia.

Apply to Shaw, Saville & Co., 24 Billiter Street, London; or  
 GRAY & BUCHANAN,  
 64 Buchanan Street, Glasgow, and 8 Bogle Street, Greenock.  
*N.B.*—The Branch House at Victoria of Messrs. Dickson, De Wolf & Co., of San Francisco, are prepared to receive consignments of suitable Goods.


**Glasgow Herald - Monday 16 August 1858**  
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Figure 4 - Header and extract from The Emigrant Soldier's Gazette Number 1 – 6 Nov 1858

**THE**

# EMIGRANT SOLDIER'S GAZETTE,

AND



*Cape Horn* Chronicle.

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SATURDAY 6<sup>th</sup> NOVEMBER 1858. NUMBER 1.

**MOTTOES:**  
 Quo ias et gloria ducunt. Fear God, honour the king.—Peter II.

**BIRTHS.**  
 On the 26<sup>th</sup> ult. the wife of Col. Quarter Master Sergeant David Belmont VC. of a daughter, almost perfectly formed, and of that portion of her...

**NAVAL & MILITARY INTELLIGENCE**

The last detachment of Royal Engineers for service in British Columbia sailed finally from the Downs at 10 oc. P.M. on Sunday the 17th ult. on board the clipper ship *Thames City*, 557 tons, commanded by Captain GLOVER. The detachment consisted of 2 Officers, 1 Staff Assistant Surgeon, 118 Non-commissioned Officers and Men, 31 Women, and 34 Children, the whole under the command of Captain H. R. LUARD, R. E. The vessel left Gravesend on Sunday, the 10th ult., but was detained wind-bound in the Downs from the 12th to the 17th.

**Naval and Military Intelligence.**

The last detachment of Royal Engineers for service in British Columbia sailed finally from the Downs at 10 p. m. on Sunday, the 17th ult., on board the clipper ship *Thames City*, 557 tons, commanded by Captain GLOVER. The detachment consisted of 2 Officers, 1 Staff Assistant Surgeon, 118 Non-commissioned Officers and Men, 31 Women, and 34 Children, the whole under the command of Captain H. R. LUARD, R. E. The vessel left Gravesend on Sunday, the 10th ult., but was detained wind-bound in the Downs from the 12th to the 17th.

**ABSTRACT OF PROGRESS.**  
 During the past week.

	Latitude.	Longitude.	Miles Run.
Oct. 31st	30° 10' N.	20° 29' W.	S.20.00W. 65 m.
Nov. 1st	28° 22' N.	21° 10' W.	S.19.00W. 114 m.
" 2nd	29° 50' N.	20° 3' W.	S.35.00E. 129 m.
" 3rd	25° 58' N.	19° 24' W.	S.33.00E. 63 m.
" 4th	23° 46' N.	17° 28' W.	S.38.00E. 169 m.
" 5th	22° 18' N.	18° 32' W.	S.34.00W. 165 m.
" 6th	20° 58' N.	20° 11' W.	S.48.00W. 124 m.

Course and distance to Antonio, (Cape de Verd Island) S. 51 W., 357 m.

To day at noon we have completed a distance of 1890 miles, counting from the Lizard light, in Cornwall, in a straight line for our destination.

**Figure 5 – Newspaper reports relating to the loading and departure of the Thames City for Canada in 1858**

**The Times - Tuesday 7 September 1858**

Colonel Moody, Royal Engineers, Captain J.M. Grant, Captain H.R. Luard, Lieutenant A.R. Lempriere, and Lieutenant H.S. Palmer, Mr Siddell, staff assistant-surgeon, 1 sergeant-major, 1 quartermaster-sergeant, 8 sergeants, 8 first-corporals, 8 second-corporals, 8 lance-corporals and about 100 sappers of the Royal Engineers, with their families, embark on the 15<sup>th</sup> inst. On board the clipper ship Thames City, 1,500 tons burden, for British Columbia, sailing round Cape Horn. The detachment is composed of picked volunteers, and embraces almost every trade and profession – surveyors, draughtsmen, engravers, artists, architects, photographers, carpenters, masons, blacksmiths, painters, miners, etc., such as only the Royal Engineers can produce. They are armed with the Lancaster rifle and Colt's revolvers, and take out with them provisions sufficient to last for some months, and an immense quantity of clothing and materials of every description likely to be required by the expedition in the new colony. We understand that steam engines, railways rails, and other mechanical appliances, either for steam or water power, will be sent after the party. The non-commissioned officers and men are to receive a very liberal rate of colonial pay, and, as a further inducement to them, after six years' faithful service a grant of land is to be appropriated to such as are desirous to settle in the colony. From the known character of those engaged in the expedition, if supported by the home government, no doubt is entertained of a successful issue. Considering the practical abilities and experience of Colonel Moody, Captain Grant, and the other officers appointed, the expedition undoubtedly will be turned to good account.

For several days past a party of non-commissioned officers of the Royal Engineers, from Chatham, have been engaged at the London Docks in superintending the embarkation of stores on board the Thames City, the vessel which conveys the expedition of Royal Sappers and Miners to British Columbia. The most ample care has been taken by the authorities to provide for the comfort and health of the men. It is intended to lay down a railroad in British Columbia, in order to facilitate the operations of the Royal Engineers; and a sufficient quantity of iron has been put on board to make several miles of railway. It is also intended to erect a church in the new colony, the works of which will be executed by the Royal Engineers, and a party of non-commissioned officers have been sent from Brompton barracks to Erith church for the purpose of making a working plan of that structure. The expedition was under orders to leave Chatham on Wednesday morning, the whole force numbering 135 non-commissioned officers and men, under the command of Colonel R. C. Moody, Captain J. M. Grant, Captain H. R. Luard, Lieutenant A. R. Lempriere, and Lieut. H. S. Palmer. Two detachments, both in charge of officers, have already proceeded to British Columbia by the overland route, and will join the remainder of the expedition on their arrival.

Southern Reporter and Cork Commercial Courier  
Saturday 25 September 1858  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**The Times - Tuesday 13 September 1858**

**MILITARY AND NAVAL INTELLIGENCE**

The Commander-in-Chief reviewed the 100<sup>th</sup> Regiment at Shorncliffe on Wednesday last. At the close of the review, his Royal Highness expressed his satisfaction at the state of discipline in which he had found the regiment, and passed a high eulogium on the loyalty of the Canadian population in raising so fine a body of men at a moment of need.

Nearly the whole of the volunteers to the Royal Engineers who have been selected to proceed with the force of Royal Sappers and Miners ordered to British Columbia have arrived at headquarters, Brompton Barracks, Chatham, from the various companies of Engineers scattered throughout the country, in order to embark with the expedition, on Wednesday next, on board, the clipper ship Thames City, 1,500 tons. The expedition, it is now decided shall consist of 10 sergeants, 16 corporals, and about 120 Sappers, the officers at present named to accompany them being Colonel Richard Clement Moody, who commands the whole force, Captain John Marshall Grant, Captain Henry Reynolds Luard, Lieutenant Arthur Reid Lempriere, and Lieutenant Henry Spencer Palmer; Assistant-Staff-Surgeon John V Seddall, M.D., proceeds in medical charge of the expedition. None but the most robust and skilful men among the Royal Engineers have been allowed to volunteer for this service, as the work they will be called upon to perform will be not only attended with some degree of hardships, but will also require a great amount of skill. With this view they have been chosen from the various trades and handicrafts of which the corps of Royal Engineers is made up. They include not only carpenters, masons, blacksmiths, printers, painters, and miners, but also surveyors, artists, engravers, photographers, architects, draughtsmen, etc., whose services will all be called into requisition. The pay given by the Government is on a very liberal scale, the daily pay of the Engineers in most cases having been fixed at 5s., in addition to which it is proposed that, as an inducement to faithful service and good conduct, each of the Royal Sappers and Miners who shall have served in British Columbia for six years, and shall have borne a good character during that period, shall be presented by the Government with 60 acres of land, in addition to the amount of pension to which he may be entitled. The married men proceeding with the expedition are to be allowed to take their wives and families with them. Each man will be equipped with the Enfield rifle, and it is also intended to furnish him with Colt's revolver. The stores and clothing of every description required for the expedition will be despatched from Chatham to-morrow.

**MISSION TO BRITISH COLUMBIA.**—The Archbishop of Canterbury, the Bishop of London, and the other dignitaries and laymen who compose the acting body of the Society for the Propagation of the Gospel in Foreign Parts, have selected the Rev. J. Gammage, Curate of Newton, Hyde, near Manchester, as their first missionary to the newly-proclaimed colony of British Columbia. A free passage has been given by her Majesty's Government to Mr. Gammage and his family in the Thames City, which sailed from London on Wednesday, with troops for the new colony. Mr. Gammage's mission is to the gold hunters at Fraser's River and elsewhere on the main land. Another missionary will be despatched in the course of a few days.

Essex Standard - Wednesday 22 September 1858  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Figure 6 – Map of the Route of the Thames City from London to Vancouver – 1858 - 1859



Figure 7 – Requisition for the payment of the cost of transport of the Engineers by Thames City

2513. *St Columbia*. 10

*In replying quote the following Initial Letter*  
**E**

RECEIVED  
 20 MAR  
 1861.

ADMIRALTY.  
 18th March 1861

SIR,

The expenses specified on the other side hereof having been incurred by the Naval Department on account of the Colonial Office for the services stated, I am commanded by my Lords Commissioners of the Admiralty, to request that you will move His Grace the Duke of Newcastle to cause repayment of the sum in question to be made to the credit of Naval Services, through Her Majesty's Paymaster-General, who has been authorized to receive the same.

I am,  
 Sir,  
 Your most obedient humble Servant,

*H. G. Paine*

*via J. Rogers At Colonial Office*

*Recd. 18 April 61  
 Ans. 3 Aug. 61  
 Recd. 26 Nov. 61  
 8415*

*£1270.10.1*

RECEIVED  
 20 MAR  
 1861.

The sum of £1270.10.1 for the freight of Stores to Vancouver's Island per "Thames City" between 21st August 1858 and 9th Nov. 1860.

*Mr Elliot. This payment will have to be made out of the vote to her for repaying the expenses in freight of the stores for B. Columbia. Sir's int. inq. that the amount of the vote has been absorbed. M. 24/3.*

*Find out what was done with the stores for B. Columbia. See the account of the stores for B. Columbia. See the account of the stores for B. Columbia.*

**Figure 8 – Transcription of an advertisement from The Times 19 Apr 1860**

<b>NEW ZEALAND. – The PASSENGERS' LINE of PACKETS</b>				
Ships.	Tons.	Port.	Dock.	To sail.
Persia	3,500	Auckland	London	April 25
Hound	600	Wellington	St Katherine's	April 25
William Miles	2,500	Canterbury	Bristol	May 5
The Bride	1,000	} Nelson and New } Plymouth	{ St Katherine's	May 10
Evening Star	1,600			
Thames City	1,000	Wellington	St Katherine's	May 25
Rob Roy	1,600	Auckland	St Katherine's	May 30

All A 1 clipper ships, well founded, ably commanded, and provisioned in the most liberal manner. Apply to Shaw, Savill, and Co., 31 Leadenhall street, London, E.C.

**Figure 9 – Passengers and cargo carried to New Zealand**

The Rev. John Wycliffe Gedge, B.A., formerly of Trinity College, has been appointed by the Church Missionary Society to the Principalship of the Training Institution, at Otaki, New Zealand, for training up a native ministry. "He will carry with him (says the *Midland Counties Advertiser*), as well for his own sake as for that of his justly honoured father, the best wishes and prayers of many Christian hearts in this town" (Birmingham). Mr. and Mrs. Gedge sailed in the Thames City, from Gravesend, on Saturday week.

Bedfordshire Times and Independent  
Tuesday 07 August 1860  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Since our last publication three ships have sailed for New Zealand, which have been dispatched by Messrs. Shaw, Savill, and Co., under the flag of the Passengers' Line of Packets, viz., Koh-i-noor, for Canterbury from Gravesend, on the 23rd ult., with a large and valuable cargo. The Thames City, for Wellington, on the 25th ult., with a full cargo and the following cabin passengers: Mr. G. W. Jordan and Mrs. Jordan, Mr. Henry Burr, Rev. Mr. Gedge and lady, Mr. G. Mace and Master Mace, Mr. Henry Graham, Miss Barbara Horne, Captain Chaytor and brother, Mr. Charles Hudson, and Mr. Norris and brother. She has on board the following stock, game, &c.:—Two cart stallions; two thorough-bred mares, in foal; two short-horn bulls; eleven rams and ewes, West Country Downs and Leicester; four deer, one of which, a fine tame buck was presented to the shipper by Lord Evelyn for the purpose of sending to New Zealand; nine hares; one brace silver pheasants; one brace grouse; three brace common or English pheasants; fifteen brace partridges; twelve brace of quails, and a large quantity of other birds, comprising larks, starlings, &c. In addition to the above there are four very fine Merino sheep on board for Wellington. The next vessel of this line for Wellington is the favourite trader Wild Duck, to sail 10th September. The third ship dispatched is the clipper Rob Roy, which vessel left Gravesend yesterday, with a complete cargo, and

3 Nov 1860 – Lyttelton Times

Figure 10 – A Breach of the Passengers' Emigration Act? Jane Wood's claim

**YESTERDAY'S LAW, POLICE, ETC.**

**MANSION HOUSE**

**INFRINGEMENT OF THE PASSENGERS' EMIGRATION ACT**—Mr. Frederick Sheriff Gray, an emigration agent, of King William-street, appeared before the Lord Mayor to answer a complaint preferred against him by Captain M'Lean, the Government emigration agent, for an infringement of the Passengers' Emigration Act. Captain M'Lean appeared in support of the complaint, and a solicitor attended for the defendant. An endeavour was made to settle the matter, but the Lord Mayor decided upon hearing the nature of the case. The complainant, Jane Wood, a genteel, good-looking girl, then stated that in June last she engaged an intermediate passage in the Thames City, for New Zealand, and paid 20*l.* for her berth. She was shown a comfortable berth, well ventilated and light, but on going on board the vessel she found that a dark, ill-ventilated berth had been allotted for her instead of the original one, and the only excuse made for this was, that there were more passengers than were expected, and that the fresh berth was more suitable for her than the other. She determined upon leaving the ship at Gravesend, and she was told that she would not get her money, and she expected to have lost her money, but fortunately came into communication with Captain M'Lean, and he directed the present proceedings to be instituted. The defendant's solicitor offered to return the 20*l.*, and to pay the complainant something additional for her subsistence. Captain M'Lean said he thought this offer was a fair one. The Lord Mayor expressed his opinion that the complainant ought to be paid for the expense she had been put to in taking her luggage from the vessel. He thought the defendant ought to pay 25*l.* The defendant consented to pay this sum, and the summons was then dismissed.

Reynolds's Newspaper - Sunday 26 August 1860  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**THE CASE UNDER THE PASSENGERS ACT.**

TO THE EDITOR OF THE DAILY NEWS.

SIR,—In your impression of yesterday we observe a letter from Messrs. F. S. Gray and Co., of 54, King William-street, upon the subject of a case partly heard at the Mansion-house last Saturday, wherein Mr. Gray, of the said firm, was summoned for breaches of the Passengers Act, in the case of a young woman, Jane Woods, who secured a passage in our ship Thames City for Wellington. As Mr. Gray attempts to implicate us, we beg to refer briefly to his operations. Mr. Gray states that on receipt of a deposit from the girl he immediately applied to Messrs. Shaw, Savill, and Co., and secured an intermediate passage, paying us 18*l.*, less 5 per cent., or 17*l.* 2*s.* net. On production of the girl's contract ticket, given by Mr. Gray, it appears that she paid him 20*l.* for an intermediate passage. Thus Mr. Gray contracts with the girl for an intermediate passage at 20*l.*, and with us, on her behalf, for a steerage passage at 18*l.* We of course knew nothing of this until Saturday.

Again, Mr. Gray states that we refused to return one farthing of the passage money when applied to. The fact is, that Mr. Gray was himself present when the writer, although repudiating any blame, offered to refer the whole matter to Captain Lean, the government surveyor, and to be guided exactly by his decision. The gentleman who took up the case for the girl can prove this.

Again, Mr. Gray states that his clerk did not infringe the act of parliament. To this we can only say that both Mr. Gray and his solicitor said that he had, and that he would infallibly be fined unless the case was settled by the return of the passage-money. Captain Lean was also positive on the same point. We consented to return half the passage-money simply in consideration of Mr. Gray's position, who told us he dreaded exposure. Although no agent of ours, we considered he had been acting partly on our behalf, although his illegal acts were equally without our knowledge and sanction. Had we known all the facts, we should probably not have assented even to this, but have left Mr. Gray to the tender mercies of the law.—We are, &c.,

August 30. SHAW, SAVILL, and Co.

[Having afforded publicity to both sides, we must decline any further correspondence on this subject.—Ed. D. N.]

London Daily News - Friday 31 August 1860  
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

**BREACH OF THE PASSENGERS ACT.**

TO THE EDITOR OF THE DAILY NEWS.

SIR,—Referring to your police report, wherein I am summoned for an infringement of the Passengers Act of 1855, as there appears but a brief report, perhaps you would permit me to lay before the public the facts of the case:—Last June we received a Post-office order from Jane Woods, then residing at Norfolk, as deposit for a passage to New Zealand, upon receipt of which the writer immediately applied to Messrs. Shaw, Savill, and Co., and secured an intermediate berth in the Thames City: Mr. Shaw authorising the ticket to be dated the 20th June.

Upon Jane Woods' arrival in London, about the 19th June, one of our clerks, with her consent, gave her another ticket, dated the 30th June, as the ship was then detained through various causes. She afterwards went on board in the docks, and proceeded to Gravesend, and even gave up a portion of the contract ticket there to the government emigration officer; but did not make the least complaint to him about her cabin. I hear nothing further of the case until a person she is residing with called at our offices about a fortnight since for the return of the passage money with detention.

Having handed over the passage money to Messrs. Shaw, Savill, and Co., for which we hold their receipt, I referred the gentleman to them. He however did not feel inclined to call, but proceeded to Captain Lean, and hence I was summoned consequent upon Jane Woods holding one of our contract tickets; upon receiving the same I immediately applied to Messrs. Shaw, Savill, and Co. to settle the matter, but they refused to return one farthing of the passage money until Mr. Shaw was at the Mansion House on Saturday, and then they agreed to return half.

Our clerk did not in any way infringe the act of parliament, Messrs. Shaw, Savill, and Co. ought to have been summoned as well as myself, for they omitted to pay Jane Woods the full amount of detention, but she possessing our ticket the onus and proceedings must necessarily be against us.

It is very hard upon us, who are only sub-agents in the matter, to have to bear the loss of several pounds through the non-fulfilment of the contract entered into by us with Mr. Shaw.

Apologising for the space this letter occupies, we are, &c., of the Firm of F. S. GRAY and Co., Sworn Ship and Passage Brokers, 54, King William-street, City, E.C.

London Daily News - Tuesday 28 August 1860  
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Figure 11 – Some example advertisements for goods carried by Thames City

**FOR SALE, EX "THAMES CITY."**

**4** SOUTHDOWN EWES  
 2 Berkshire Sows.  
 For particulars apply to  
 Wm. BOWLER, SON, & CO.  
 Nov. 23, 1860.

**FOR THE BENEFIT OF WHOM IT  
 MAY CONCERN.**

MESSRS.  
**SMITH & CO.**  
 Have received instructions  
**FROM MR. GEORGE CRAWFORD,**  
 TO SELL  
**BY PUBLIC AUCTION,**  
 At his Stores, Farish street,  
**ON MONDAY NEXT, 17TH INSTANT,**  
 At Two o'clock precisely,  
 For the Benefit of whom it may concern,  
**THE** following Goods, being all more or less  
 damaged by sea water, landed ex "Thames  
 City," Sedcole, master, from London.  
 C in dia. No 6-85—80 half-chests Congou Tea  
 " No 86 120—35 chests " "  
 " No 121-220—100 boxes Sperm Candles

**TERMS CASH.**  
 Wellington. 14th December, 1860.

**EDUCATIONAL WORKS.**

**J**UST RECEIVED, ex "Thames City," at the *Napier  
 Book and Stationery Warehouse*, complete sets of  
**BOOKS** published for the use of the Irish National  
 Schools, viz. —

1st Book of Lessons  
 2nd " "  
 Sequel to 1st Book  
 to 2nd " "  
 3rd Book of Lessons  
 4th " "  
 Supplement to do.  
 5th Book for Boys  
 Reading Book for Girls  
 Biographical Sketches  
 Selection from British Poets, No. 1  
 No. 2

Introduction to Reading  
 Epitome to English knowledge  
 Compendium to "  
 English Grammar  
 Key to "  
 1st Arithmetic  
 Key to "  
 Arithmetic  
 Key to "  
 Bookkeeping  
 Key to "  
 Geometry  
 Mensuration  
 Appendix to do.  
 Scripture Lessons, Old Testament No. 1  
 " " " " " " No. 2  
 Scripture Lessons, New Testament No. 1  
 " " " " " " No. 2

Sacred Poetry  
 Agricultural Class Book  
 Farm Account Books  
 Treatise on Needlework

**TO ARRIVE PER "THAMES  
 CITY."**

**36 QR.-CASKS** } **PORT WINE**  
 8 Octaves }  
 Of the celebrated brand of Bruno Silva & Son.  
**W. B. RHODES & CO.**  
 Rhodes' Wharf,  
 Oct. 5, 1860,

**ARRIVED PER "THAMES CITY."**

**E**ARTHENWARE and Glassware of a very  
 superior quality, and very choice China  
 Ornaments, have been consigned to T. V. Aston,  
 direct from the manufacturers in the Staffordshire  
 potteries, which enables him to sell cheap: Quick  
 Sale and low profits will be the order of the day.  
 N.B.—A Good supply will be always kept on  
 hand.

**T. V. ASTON,**  
 Importer of English Merchandise,  
 Lambton Quay,  
 (Nearly opposite the Odd Fellows Hall.)  
 November 27, 1860.

**NOW LANDING, EX "THAMES  
 CITY."**

**20** CASES **ELEMÉ RAISINS**  
 4 " Figs  
 4 boxes Almonds  
 2 barrels Barcelona Nuts  
 10 bales 7½ lbs. Woolpacks.  
**W. B. RHODES & CO.**  
 Rhodes' Wharf,  
 Nov. 26, 1860.



**Figure 12 – Writ against Captain J W Sedcole – Wellington Independent 15 Jan 1861**

**V**ICTORIA, by the Grace of GOD of the  
United Kingdom of Great Britain and  
Ireland, Queen:—

To JAMES WILLIE SEDCOLE, of Wellington, in the Province of Wellington, and Colony of New Zealand, Master Mariner, Master of the Ship or Vessel called the "THAMES CITY," now lying at anchor in the Port of Wellington aforesaid,  
Greeting:

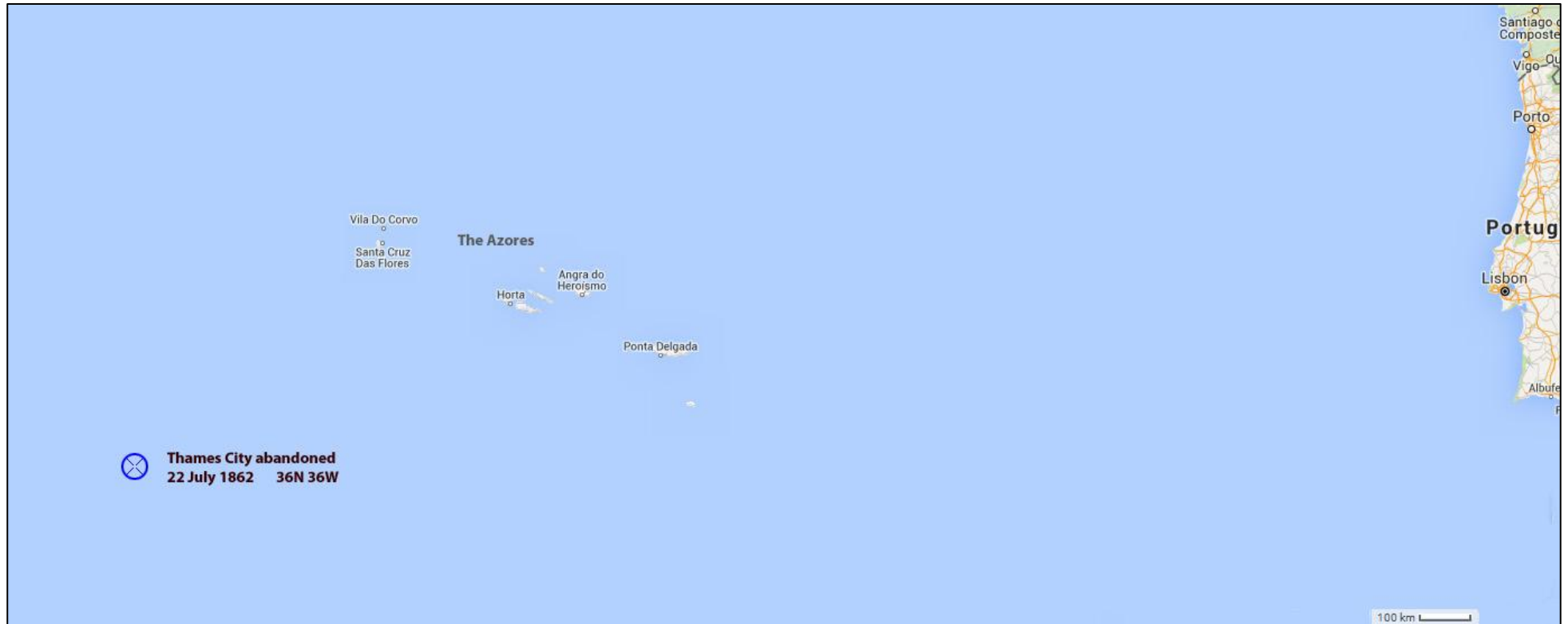
Whereas an action has been commenced in the Supreme Court of New Zealand, for the Middle District at Wellington, aforesaid, wherein George Crawford is Plaintiff and Henry Rounthwaite is Defendant: And whereas it hath been made known to us that there is personal property belonging to the said Henry Rounthwaite, now in the hands or in the Custody or under the control of you the said James Willie Sedcole: We command you that you do not sell or otherwise dispose of or part with the said personal property of the said Henry Rounthwaite, or any part thereof until the further order of our said Court shall be made known to you.

Witness ALEXANDER JAMES JOHNSTON,  
Esquire, a Judge of our Supreme Court of New Zealand, at Wellington, the eighth day of January, 1861.

This Writ was issued by John King, of Manners street, in Wellington, Solicitor, for the within named George Crawford.

**LOSS OF THE THAMES CITY.**—We heard a rumour some time ago that this vessel had been lost, but were not satisfied of its authenticity. Now, however, we regret to have further confirmation of the fact from one of the crew of the Wild Duck, who was taken off the ill-fated vessel by an American whaler when she foundered at sea, 500 miles West of Fyall, one of the Azores or Western Islands. It will be remembered that this vessel left here for Auckland about 18 months ago and thence to Valparaiso. She proceeded to Pikeki very deeply laden with guano, and afterwards to the Mauritius. On her passage to the Mauritius, in a heavy gale of wind, a sea dashed in a part of her stern, but the crew contrived to avert further danger, by filling the gap with old sails and other things. It was while homeward bound from the Mauritius to London, with a cargo of rum and sugar, that she was discovered to be making water at the rate of two feet per hour. The crew worked hours at the pumps, but could do nothing to keep down the leakage, and just as they had abandoned the hopeless task, another vessel, the American whaler alluded to, hove in sight and boarded her. The crew were all taken off in safety. We understand that the crew of Thames City, were taken to Fyall by the whaler in July last, 1862.

**Figure 14 – Map showing location where Thames City was abandoned**



## **Acknowledgements**

- Extracts from The Times newspaper have been transcribed from [The Times Digital Archive](#).
- Images from other British newspapers are reproduced with kind permission of The British Newspaper Archive. ([www.britishnewspaperarchive.co.uk](http://www.britishnewspaperarchive.co.uk))
- Images from New Zealand newspapers are from [Papers Past](#)
- Images from Colonial despatches are from [The University of Victoria](#)

## Appendix A - James Willie Sedcole

This brief review is not intended to be a family history, rather sufficient information to confirm that James and Mary were not in England at the time of the 1861 census, and were, indeed, in New Zealand. It may also give some reference points for others researching the Sedcole family.

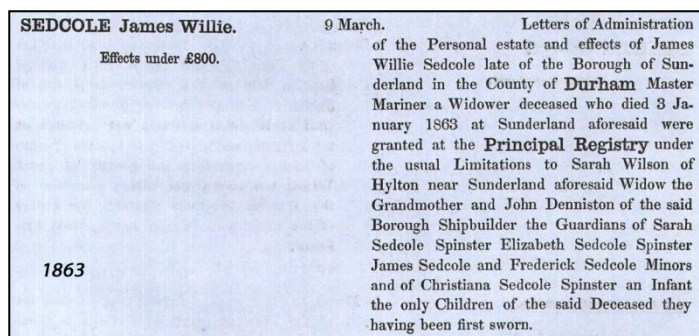
**Born** – 3 Sep 1820 at Aldenham, Hampshire [Baptism Register]

**Married** – 25 Dec 1846 to Mary Wilson at Sunderland [Newcastle Guardian 2 Jan 1847]

**Master Mariner** - Certificate issued 1851 in Sunderland

**Known Commands** – Ann & Sarah<sup>7</sup> (1851-52); Jabez (1852-53); Emigrant<sup>8</sup> (1853-56);

**Died** – 3 Jan 1863 at Sunderland – Master Mariner and Widower [Probate Register below]



**Children** [Listed in Probate Register above]

**Sarah** Born about 1847 in Sunderland [1851 census and Register of births – note spelling error as Setcole]  
1851 Census – Living with mother in Sunderland  
1861 Census – Not found... could she have gone to New Zealand with her parents??  
Married in 1868.

**Elizabeth** Born 1850 in Sunderland [1871 census and Register of Births]  
1861 Census – Boarder in Monkwearmouth  
1871 Census – Living at the home of an Aunt and Uncle in Elswick. (Below)

**James** Born 1852 in Sunderland [1871 census and Register of Births]  
1861 Census – Boarder in Monkwearmouth, with sister Elizabeth  
1871 Census - Living at the home of an Aunt and Uncle in Elswick.

**Frederick** Born 1854 in Sunderland [1871 census and Register of Births]  
1861 Census – Living with maternal Grandmother in South Hylton  
1871 Census – Living at the home of an Aunt and Uncle in Elswick.

**Wilson** Born 1858, died 1860, both in Sunderland [Register of births, marriages and deaths]

**Christiana** Born 1861 in New Zealand [NZ Births Register and 1871 Census]  
1871 Census - living with siblings above, at the home of an Aunt and Uncle in Elswick.

<sup>7</sup> Built Sunderland 1850

<sup>8</sup> Built Sunderland 1852

1871 Census – 121 Judson Place, Elswick, Newcastle upon Tyne

122	do	1	Isa Neather	Wife	Mar	26	Joiner	Durham Gateshead
			Isabella do	Wife	Mar	36		do Hylton
			Hy. do	Son	Mar	79	Sailor	Newcastle Tyne
			Mary E do	Daughter	Mar	5		do
			Eliza Sedale	Niece	Mar	20	Scholar	Durham Sunderland
			Joe do	Nephew	Mar	19	Solvent Clerk	do do
			Fred <sup>r</sup> do	do	Mar	16	Butcher	do do
			Christiana do	Niece	Mar	10	Scholar	New Zealand
			Isabella do	Wife	Mar	26	Joiner	Durham Gateshead

- 
- <sup>i</sup> Lloyds Register of Shipping.
- <sup>ii</sup> A list of vessels built in the Port of Sunderland during 1856 - The Newcastle Journal, 31 January 1857. The exact date of launch has not yet been established.
- <sup>iii</sup> Mercantile Navy List 1860.
- <sup>iv</sup> Lloyds Register of Shipping 1862-63.
- <sup>v</sup> As stated in evidence to the Supreme Court in Wellington 8 March 1861 (The Wellington Independent – 12 Mar 1861).
- <sup>vi</sup> 1858 Post Office Directory for County Durham.
- <sup>vii</sup> The Times newspaper 12 Apr 1856.
- <sup>viii</sup> North and South Shields Gazette 1 Sep 1856.
- <sup>ix</sup> The History of the Indian Navy (1613-1863). By Charles Rathbone Low.
- <sup>x</sup> Despatch from Rear-Admiral Sir Henry J. Leeke, K.H. R.N. Commanding Naval Forces, Persian Gulf Expedition to the Right Hon. Lord Elphinstone, G.C.H. Governor of Bombay Dec 10 1856. Reproduced in The Times 30 Jan 1857.
- <sup>xi</sup> London Daily News 1 Jan 1858.
- <sup>xii</sup> The Public Ledger and Daily Advertiser 25 May 1858.
- <sup>xiii</sup> The Public Ledger and Daily Advertiser 24 March 1858.
- <sup>xiv</sup> The Public Ledger and Daily Advertiser 1 June 1858.
- <sup>xv</sup> London Daily News 19 Aug 1858.
- <sup>xvi</sup> Soldier – The British Army Magazine – July 1958. [An article marking 100 years since the posting.](#)
- <sup>xvii</sup> ['Henry Spencer Palmer, 1838-93', by Jiro Higuchi.](#)
- <sup>xviii</sup> The Emigrant Soldiers Gazette and Cape Horn Chronicle is available to read on-line at [this link](#).
- <sup>xix</sup> Southern Reporter 25 Sep 1858.
- <sup>xx</sup> The Engineer 22 Oct 1858.
- <sup>xxi</sup> The Times 8 Oct 1858.
- <sup>xxii</sup> The Times 19 Oct 1858
- <sup>xxiii</sup> [Richards to Merivale \(Permanent Under-Secretary\) - 9929, CO 60/2, p. 15; received 30 September 1858.](#)
- <sup>xxiv</sup> [Despatch to London, James Douglas \(Governor\) to Lytton, 1061, CO 60/1, p. 502; received 29 January 1859](#)
- <sup>xxv</sup> [Despatch from Richards to Under-Secretary of State, 3695, CO 60/5, p. 326; received 7 April](#)
- <sup>xxvi</sup> [Despatch to London, Douglas to Lytton, 5891, CO 60/4, p. 322; received 10 June](#)
- <sup>xxvii</sup> Morning Chronicle 19 Feb 1859.
- <sup>xxviii</sup> The Public Ledger 23 Mar 1860.
- <sup>xxix</sup> The Public Ledger 26 Mar 1860.
- <sup>xxx</sup> E.g. the Public Ledger 24 May 1860.
- <sup>xxxi</sup> The Public Ledger 26 Jul 1860 and 28 Jul 1860
- <sup>xxxii</sup> Wellington Independent 8 Mar 1861
- <sup>xxxiii</sup> Wellington Independent 19 Feb 1861
- <sup>xxxiv</sup> Wellington Independent 8 Mar 1861
- <sup>xxxv</sup> Wellington Independent 26 Mar 1861, Newcastle Journal 17 Jun 1861 and Hawkes Bay Herald 17 Jun 1861
- <sup>xxxvi</sup> Daily Southern Cross 19 Jul 1861, 23 Jul 1861 and 26 Jul 1861
- <sup>xxxvii</sup> Liverpool Mercury 2 Nov 1861
- <sup>xxxviii</sup> The Public Ledger 6 May 1862
- <sup>xxxix</sup> Appendix to The Report of the Royal Commission on Unseaworthy Ships dated 1874.
- <sup>xl</sup> Lucy C Marshall