**W E Gladstone**

<table>
<thead>
<tr>
<th>Type</th>
<th>Composite Barque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Launched</td>
<td>16 Nov 1865</td>
</tr>
<tr>
<td>Built by</td>
<td>Peveralls of Monkwearmouth</td>
</tr>
<tr>
<td>Official Number</td>
<td>54581</td>
</tr>
<tr>
<td>Gross tonnage</td>
<td>534</td>
</tr>
<tr>
<td>Dimensions (LxWxD) ft</td>
<td>148.5 x 29.9 x 17.3</td>
</tr>
</tbody>
</table>
| Ownership          | 1865 - 1879 - Glover Brothers of London  
                     | 1880 - 1885 - George B Meager of Swansea |
| Registration       | 1865 – 1880 - London England No 401/1865  
                     | 1880 – 1885 - Swansea No 01/1880       |
| End of Life        | Abandoned at sea on 5 Sep 1881. Sunk following day. |

*W E Gladstone* was built for Glover Brothers\(^1\) of London, ship owners and brokers, and was their first ship. She was of composite construction, with iron frames and timber planking, Yellow Metal sheathed. She was named after prominent Liberal politician William Ewart Gladstone\(^2\), reflecting the Glover family’s Liberal politics, and was launched by the brothers’ stepmother Eleanor Glover on 16\(^{th}\) November 1895.

William Glover, mentioned above in connection with the steering gear, was the eldest of the eight Glover brothers, but not part of the brokerage business.

The Mercantile Navy List identifies Robert R Glover as the managing owner throughout Glover Brothers’ period of ownership.

The *W E Gladstone*’s career is summarise below and a more detailed diary is included at the end of this paper in Appendix 1. Where known crew and passenger names have been included in the text of this document as an aid to family history researchers.

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\(^1\) Terrot Glover, sometime mayor of South Shields, had 8 sons, 3 of whom entered into a ship broking business in London. Glover Brothers was founded by John (later Sir John) Glover in 1853 when he formed a partnership with his elder brother Robert Reaveley Glover, trained in banking, as Ship Brokers at 9 Eastcheap, London. By 1856 they had moved to Great St Helen’s, Bishopsgate Street. In 1874 they were joined in partnership by younger brother Septimus Glover who had formerly worked in the coal trade on Tyneside.

\(^2\) British Prime Minister 1868 to 1874, leader of the Opposition 1874 to 1880, then PM again.
- 26th December 1865 sailed from Sunderland for Galle, Ceylon, under command of Captain J Jones. Cargo probably coal. Arrived Galle 3 May and Colombo 30 May. Sailed from Colombo in June with a cargo of 500 tons of coffee and 4½ tons of cinnamon, arriving in London Dock in October, then returning to Sunderland in November.

- Loaded with nearly 700 tons of coal and left Sunderland in late November 1866, arriving in Galle in March 1867, again under Jones’ command. Left Colombo in April with coffee and coconut oil, returning into St Katherine’s Dock, London in August.

- In September 1867 she was dry docked in Sunderland, then loaded locally before sailing under Captain Moore for Bombay. Cargo not known, but loaded bonded stores in North Shields, from where she is reported to have sailed. Arrived Bombay February 1868, then sailed on to Ceylon. She left Colombo with some 600t of coffee in April, arriving back into St Katherine’s Dock, London in August.

- Left London in September 1868 (Captain Moore) for Shanghai and arrived in Jan 1869. Outbound cargo not known. Made several short, local trips to tea growing areas, the last in August. In May her keel was damaged coming over the bar into Shanghai and she was dry docked for repairs. She left Shanghai for Foo Chow Foo at the end of October 1869, and from where she sailed for Boston, Mass., at the end of December.

- She left Boston in mid-April 1870, for London via St John, New Brunswick, where she loaded a cargo of timber, and arrived Surrey Commercial Dock, London in June (Moore).

- In August 1870, left Sunderland for Singapore (Moore) and arrived about December. Her freight rate for the return trip was £3-7s-6d per ton and she left on New Year’s Eve, calling at Akyab, and arrived in Falmouth in June. Then to Antwerp, where Moore handed over to J Jones and vessel entered London on 10th July 1871.

- In August 1871 she loaded at the West India Docks, London, and sailed the following month for Colombo directly, arriving in December (Jones). Returned into King’s Dock, London May 1872.


- October 1873 left London for New Zealand, Captain J Jones, on charter to the New Zealand Shipping Company, with a general cargo and 3 passengers. The passengers were Mr Gregory, Mrs Jones (captain’s wife perhaps?) and Mr Brescher (or maybe Bradshaw) (Fig 1). Immediately on arrival in Lyttelton in January 1874, six crew members were arrested and charged with embezzling cargo. They were convicted and sentenced to 8 weeks hard labour (Fig 2).

- The breakwater wharf at Lyttelton was named Gladstone Pier after the WE Gladstone, which was the first ship to dock there.

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3 Captain Thomas Moore of Monkwearmouth.
4 A rice milling and fishing centre in Burma.
5 Willis Darling, Joseph Parkin, John Woods, John Whittan, Thomas Byford, Otward Frost. Other crew members mentioned in the report were George Hone - Chief Officer, Charles Thomas Smith – second mate, Charles Formann – seaman and John Hicken - apprentice,
In March 1874 W E Gladstone moved to Bluff to take on a cargo comprising 2,250 bales of wool, 1,350 bags of wheat and 500 bags of flour. She sailed for London the following month, arriving in July 1874.

Left London September 1874 for Nelson, NZ, under a Captain Jones. Arrive Nelson Jan 1875. 10 passengers:- Mr and Mrs Purser and family (8), and Miss Connerford and Miss Redmond (Sisters of Mercy). Mrs Purser gave birth to a daughter on-board on 24 Nov 1874. Whilst in Nelson harbour, a seaman named John Larson made 2 attempts to jump ship, but was caught and returned both times.

Then sailed to Newcastle, New South Wales, where she loaded 550t of coal from Lambton Colliery and left on 10 March. She arrived in Adelaide two weeks later and discharged the coal at Queen’s Wharf. Left for nearby Port Pirie on 15th April where she loaded 20,320 bushels of wheat, then sailed for England. She arrived into Falmouth on 30th August 1875 and docked in Gloucester 2 weeks later where the wheat was discharged and reported to be in excellent condition.

The following month, W E Gladstone left Swansea for Point de Galle, Ceylon, arriving in January 1876. In March she sailed to False Point, then to Mauritius, then Tuticorin and to Colombo in July. Thence in September to London via Tuticorin and St Helena (12 Nov). She entered London WID on 1 Jan 1877.

In the spring of 1877 W E Gladstone sailed from London for Singapore under Capt George Gallichan, arriving in July. Singapore local agent was Gilfillan, Wood & Co. From there, on to Bangkok. She spent the next 18 months trading in the South China Sea, between ports such as Hong Kong, Bangkok, Quinhon. In Feb 1879 she set off for home from Hong Kong, calling in Saigon, St Helena, Palais (Belle Isle), Bordeaux and finally into London in August 1879. She was then laid up in London Dock and advertised for sale (below). The advertisement ran weekly until 26 Jan 1880 when she was sold to George B Meager of Swansea.

W E Gladstone was dry docked on 2 Feb 1880, presumably to allow the purchaser to carry out an inspection and sailed from Gravesend 2 days later under Capt Benton (or Bendon). She was reported sold to George B Meager of Swansea.

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6 All available sources for the 1873-74 voyage state Captain J Jones, and Lloyds Register shows J Jones throughout the period 1872-79. However, some Australian newspapers relating to this voyage say the captain was P Jones; this is probably an error.

7 White Wings Vol I. Fifty Years Of Sail In The New Zealand Trade, 1850 to 1900 says that “The W. E. Gladstone, another fine ship, was chartered for one voyage to New Zealand. She sailed from London on October 26, 1873, and arrived at Lyttelton on January 31, 1874, making the passage in 88 days, land to land, and 96 port to port. The tonnage of the W. E. Gladstone was 1159. She was built by McMillan, Dumbarton, in 1873, and owned by F. H. Danger.” I can find nothing at all to support this and believe it to be incorrect. Indeed, the local newspaper report of her arrival gives her tonnage, correctly, as 534.

8 There are only 2 George Gallichans listed as master mariners, both native of Jersey. Most likely born 1829.

passing Deal on 5 February under tow. On 10th, she was towed into Plymouth by a passing ship having been found adrift and disabled following storm damage (Fig 5). Quite what happened is unclear. Was the Deal report of her being under tow incorrect? Did the tow part leaving her adrift and without sails? It is probable that she was actually under sail, rather than in tow at the time of the incident, or there would have been some mention in the reports.

- In March 1880, she left Swansea for Caldera, Chile. She was off the coast of Chile in June, near Concepcion. She arrived into Dunkirk in December; this voyage was under the command of Capt John Harries. Several weeks later, en-route Dunkirk to Swansea, she collided with another vessel in The Downs. The report says the captain was Jones; if correct, Harries must have handed over for the relocation trip back to Wales (Fig 6), but this is most probably an error.

- In January 1881 W E Gladstone left Swansea for Antofagasta under Capt John Harries. A crew list for this voyage is to hand and included in Appendix 2. She arrived Antofagasta in late May, then sailed to Carrizal Bajo, and then on to Pisagua where she arrived at the end of July. She left there a month later with cargo of saltpetre valued at £15,000 and on 5th September, well off the coast of Chile, she foundered and abandoned. The crew were taken off by an Italian vessel, and 3 months later, on 5th December, were landed at Queenstown. A Board of Trade Inquiry followed.

The Board of Trade Inquiry into the loss of the W E Gladstone was convened 22 Dec 1881 at Swansea Guildhall. It was alleged that the vessel had been deliberately scuttled by driving holes into her side. The master, John Harries, the mate, David Lewis John, the carpenter, John German, and the steward (who was not named in any of the reports seen, but is believed to be Robert Sherwin), were found guilty of deliberately scuttling the vessel. The captain and mate had their licences cancelled, the carpenter and steward were severely censured. The owner George B Meager was found blameless. See Figures 7 and 8.

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10 Several newspapers say Harris, but Harries is correct. Born 1845 in Fishguard; Master’s ticket no 86221 which was restored in August 1883. George Meager’s wife was Dinah Harries, so there may be a family connection.
11 Lloyd’s Register for that year shows J Jones as master, with an amendment to Harries during the year. It seems likely that the reported looked up a name in Lloyds Register and the update had not been made.
12 Was in Bolivia, captured by Chile in 1879.
13 Now in Chile, then it was in Peru.
14 David Lewis John, Mate Certificate 07356, b 1854, St. Dogmaels, Pembrokeshire, Wales
15 John German, b 1849, Ilfracombe, Devon.
16 Robert Sherwin, b 1852 in London according to crew agreement, but this has not been confirmed from usual sources.
Acknowledgement of Sources

- English newspaper images are reproduced with kind permission of The British Newspaper Archive. ([www.britishnewspaperarchive.co.uk](http://www.britishnewspaperarchive.co.uk))

Reference has also been made to:
- the National Library of Wales Newspapers On-line collection
- New Zealand newspapers from Papers Past
- Australian newspapers from the National Library of Australia Newspaper Collection
- The databases in the website Swansea Mariners

Author’s Note

This paper has been researched and written as part of a family history study of the Glovers and their businesses. The information gleaned could be of interest to others with an interest in maritime history or family connections with seamen associated with this vessel. I therefore felt it worth making my work on Glover’s Sunderland built ships available on a non-commercial basis through Peter Searle’s very comprehensive and rapidly growing website. Any comments or corrections may be notified to the webmaster.

Bill Swift – 15 November 2015

Revision 7 Jan 2019

Generally updated in light of Lloyd’s List and the Shipping and Mercantile Gazette now being available for examination through the British Newspaper Archive.
LYTTELTON.

ARRIVED.


Jan. 31—W. E. Gladstone, barque, 634 tons, Jones, from London. Passengers—Miss Gregory, Mrs Jones, Mr Brescher.

Jan. 31—Maori, s.s., 118 tons, Malcolm, from Dunedin, via Timaru.

CLEARED.

Jan. 31—Alarm, brig, 105 tons, Sullivan, from Pelorus Sound, in ballast.

Jan. 31—Alert, schooner, 44 tons, Hays, for Greymouth.

IMPORTS.

Jessie Nicol: 5 gallons brandy, 8 do. genova, 4 do wine, 40 lbs tea, 200 lbs tobacco, 20 lbs cigars.

EXPORTS.

Alert: 623 sacks, 6000 bricks, 3 cases.

The barque, W. E. Gladstone, Capt. Jones, from London, arrived in harbour this day at 10 a.m., having made the passage in 99 days from the Downs. She forms another of the fleet of the New Zealand Shipping Company.

Saturday 31 Jan 1874
The Star (Christchurch, New Zealand)

The A1 clipper barque W. E. Gladstone, the sixth vessel under the auspices of the New Zealand Shipping Company, arrived in harbor on Saturday morning, after a smart run of eighty-eight days from land to land, and ninety-six days from the Downs. Captain Jones reports he left Gravesend on November 26th; had light winds down the Channel; the N.E. and S.E. trades were light, and light favorable winds were experienced to sighting the Snares on January 24th; thence up the coast light winds and calms passed Dunedin Heads on Tuesday last, arriving as above. The vessel has a full general cargo, and will come in to the wharf to discharge. Consignees are requested to pass their entries by to-morrow (Tuesday), as the vessel will have quick despatch.

Monday 2 Feb 1874
The Press (Canterbury, New Zealand)


LYTTELTON.

TUESDAY, Feb. 5.

(From W. Donahy, Esq., R.M. and A. T. Rose, Esq.)

Drunks and Indecency—Edward Wells and J. Neill, charged with this offence, were fined.

Drunks and Indecency—J. W. Hine, charged with this offence, was fined.

Embarrassment of Cargo—William Darling, Joseph Parkes, John Woods, John Whitaker, Thomas Byford, and Alfred Evans, on remand, were again brought up. Mr. H. N. Nelder called for the defence. Captain Jones explained that he was master of the ship W. E. Gladstone. The articles produced were those of my ship; the accused’s names are on them. During the voyage, on Dec. 3 and 6, I had occasion to order the cargo to be shifted, so as to make the ship more easy. The cargo consisted mostly of beer, wine, and salt. It was more than we could bear to the tween decks. The accused were employed on this duty; they were at work part of two days. They were in the hold on Oct. 26. After shifting the cargo the accused were more or less drunk; they continued so for 2 or 3 days. I made inquiries about the matter. I went to the forecastle door. The defendant Darling pushed me away, and used threatening language; he was intoxicated. He had nothing in his hand. During the time the men were intoxicated Darling came off with a pot of beer. He said it was the last in the forecastle, and drank it, and threw the pot overboard. I made an entry in the log. By Mr. Nelder: I did not read it over to the men because I considered it would endanger the lives of the men. Examination continued: Darling and all bands came off to the mainmast, and Darling came on to the poop. He said, “Well, Cap’n, what are you going to do about this?” I said I would tell him the next day. Darling said he and the men would just keep the pot off the poop, and would take charge of the ship. Log read. Coax examination: The officers and myself were watching the cargo. All hands in the ship were at work at the cargo. The cargo as it was kept was put on deck. It remained on deck some hours. The work occupied some two or three days. Did not see any particular discharge; saw no leakage from any of the cases. The general conduct was middling, except Joseph Parkes; he is a fearful character; he swore at the mate. Darling is nearly sober. He has a shade farther to go before he is sober. There is no particular feeling towards any of them. Would swear the men were under the influence of liquor more than one day. The articles were read over to the men in London. When I went to the forecastle Darling said, “Captain, we have been strangers, but we will be better acquainted before this is out.” His language I considered threatening. He came on to the poop and used the language. Did not remember telling the men a day or two after that would take no steps in the matter, and that they paid for the damage. I do not recollect Byford speaking to me and saying anything to the men. Per the men. It might have taken place, but I do not recollect. I am not prepared to say that the damage was anything more than is put down in the log-book. Accused had 6s. 6d. per month. Darling has been paid for a month. He is not unhappy about the men speaking and saying they regretted it. I told one officer that the men might have a revolver in the forecastle. George Home I am chief officer. I received instructions from the captain to have the cargo shifted; this was about the 2nd December.

My instructions were to get cargo out of hold to fall in with the vessel’s wind. The ship was 270 tons. My watch, the port one, consisting of Forman, Whitman, Byford, Parker, and a boy, commenced work at 6 a.m. We were relieved by the starboard watch. The cargo consisted of salt, sulphur, beer, and wine. Some of the beer and wine was poured on deck. There was nothing with the men on Monday. The work was continued on Tuesday. Beer and wine were put on the deck. The cargo consisted of cases and cases of wine. The cases were marked with the figure of a champagne bottle. The cargo was finished on Tuesday afternoon, because the men were drunk. On that day, at 2 p.m., Wood, Darling, and Ottaway came on deck drunk; at 4 p.m., the others came on deck drunk. The men had grog on Monday and also on Tuesday. On putting the cargo below I did not notice that any of the cases or cases had been pierced, nor did I miss any of them. I did not count the number of cases or cases that came up. By Mr. Joynt: I signed the entry in the log; it was read over by the captain. Two or three days after the occurrence the captain asked me to sign it. The men had obeyed orders up to that time; the men were off duty two days. John Hicken, apprentice, gave similar evidence as to the intoxication of the men; he also stated that he saw, on the forecastle, a case of beer and also some wine. The empty case was thrown overboard. The case was not in the forecastle before the cargo was shifted. If any wine prior to that date in the forecastle. Charles Forman, a sailor on board ship; during the voyage beer and wine were put on deck. All the accused were employed shifting cargo. Saw wine and beer in the forecastle; they consisted of two cases of wine, two cases of beer. The contents of the cases and cases did not find their way out. They came out of the hold. The contents of the cases and cases were drunk by the whole crew of the ship’s company. By Mr. Joynt: The cargo was left on deck all day. The men worked at the cargo. I saw the captain come to the forecastle door. I did not hear any conversation. I went to relieve the wheel. I saw several cases leaning whilst they were on the deck of the forecastle in the defence. Mr. Joynt called Charles Thomas Smith, second mate, who said that after the ship had left, but six weeks the men got intoxicated. With this exception, the conduct of the men was very good; I remember the captain going to the forecastle and asking if they had any more beer or wine. Darling said, “Go in and see for yourself.” He afterwards pushed the captain at it. I had a conversation with the captain about the launching of cargo, when the captain suggested that it would be better to have a bottle of beer and a bottle of whisky, let it drop, and make the men pay for it. This took place about two or three days before we got into harbour. My signature is attached to the entry in the log produced; I signed it two or three days before we got into harbour. By Mr. Nelder: It was about two days before we got in the captain called me on the poop and asked me what I thought had better be done. I told him I did not know. He said he thought it was best to make the men pay for the damage and drop it. The captain went to the forecastle door, and Darling asked the captain to come in and see if there was any more beer in the forecastle. The men were drunk two days. They told me that they had drunk; did not say where they got it. The men were rowdy during the two days. Mr. Bradshaw, passenger on board the ship Gladstone, deplored that the crew, when six weeks out, were overcome with liquor. With this exception all went pleasantly. A few days after the affair the captain complained to Byford about this matter, and he replied he was sorry. The captain said if the men paid the money for the grog used, he would ask him how much per man it would be, but said about 6d. per man. By Mr. Nelder: The conversation began by the captain speaking to Byford. The men were drunk, two more cases were opened, they were pierced, one another round the deck with a knife, and the hand quenchers let it drop. Charles Thomas Smith, who proved that the men were drunk on Dec. 2nd and 3rd, and were incapable of performing their duties. Mr. Joynt addressed the Bench on behalf of the accused; contended that no act of disobedience had been proved. Mr. Nelder replied at considerable length. The Bench considered that the cases did not come within the clauses 259. The sentence for breaching the cargo would be eight weeks’ hard labour. Mr. Nelder asked for professional fee, which was granted. Professional fees were granted to Mr. Joynt on the second charge.

Wednesday 4 Feb 1874

The Star (Christchurch New Zealand)
**Figure 3**

**Figure 4**

**Figure 5**

**Figure 6**

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**Note, the Jungfrau also belonged to Glover Brothers.**
OFFICIAL REPORTS.

ABANDONMENT OF THE W. E. GLADSTONE.

In the matter of a formal Investigation held at the Grand Jury Room, in the Town-hall, Swanscombe, on the 26th, 28th, 30th, 31st, and 1st of December, 1919, before John Cooke Fowler, Esq., stipendiary magistrate, assisted by Captain William F. A. Sears, and Captain D. E. Coates, by the command of the Master and Mate of the barque W. E. Gladstone, at Swanscombe, Kent, on the 7th of September, 1919.

The Court, having carefully inspected the above-mentioned abandoned vessel, found that the Master, Mr. John Hartrick, and the Mate, Mr. David Lewis, were in attendance; and that grave blame attached to the captain, John Gurney, and the Master and Crew, for the management of the Barque, and for the abandonment of the ship.

The Court ordered that the Barque be towed to the Swanscombe Light-ship, and that the Master and Mate be dismissed from their employment.

The Court further ordered that all the crew and the owners be informed of the proceedings.

Figure 7 – Deposition and Inquiry
Figure 8 – Location of W E Gladstone when sunk

28° 34' S, 87° 45' W
Figure 9 - The photograph below is of ... “a late 19th Century shadow box showing the clipper ship W.E. Gladstone in a cotton sea”. This was auctioned in 2006. It is not certain that this is “our” ship, but it seems likely.
Appendix 1

The information below is the raw data used for the narrative. For the most part, it comprises mentions in the shipping news in Lloyd’s List or the Shipping and Mercantile Gazette which the author has seen in original form. As such, they are as reliable or unreliable as any newspaper report. Much of the information would have originated with Lloyds List, but this has not been viewed. Data marked * is from transcriptions of documents by others, which is believed to be accurate, but has not been verified.

1865
- 16 Nov 1865 launched from G Peverall, Sunderland by Mrs Alderman Glover.

1866
- 5 Jan - passed Deal from Sunderland for Galle.
- 11 Jan - in collision in The Downs with the Cromwell - from Sunderland for Galle, Ceylon.
- 3 May – Arrived Galle from Sunderland (Jones)
- 30 May – Arrived Colombo from Galle (Jones)
- 19 Jun - left Ceylon for London with nearly 500 tons of coffee and 4½ tons of cinnamon.
- 16 Oct – Arrived of Plymouth from Colombo (Jones)
- 21 Oct - arrived Gravesend.
- 2 Nov - Reported to have sailed from Gravesend for Calcutta?? This must be a mistake!
- 5 Nov - arrived Sunderland from London
- 20 Nov - left Sunderland for Ceylon with 693 tons of large coals, for J Burness.

1867
- 11 Mar - arrived Galle from Sunderland (Capt. Jones)
- 13 May - at Colombo (Jones)
- 14 Jul - spoken to west of Senegal, 80 days out of Colombo for London (so left on or about 24 Apr).
- 19 Aug - Arrived London (St Katherine’s Dock) with coffee, 1,004 casks, 158 barrels, 1279 bags. Also 16 pipes of coconut oil. (Jones). Broker Glover Bros.
- 1st week Sept - recorded in the Wear, due in graving dock.
- 20 Sep - taking on bonded stores in North Shields, for Bombay.
- 29 Sep - passed Deal from Shields for Bombay.

1868
- ~12 Feb - arrived Bombay from Newcastle. (Capt. Moore)
- 10 Mar - at Bombay (Moore)
- 24 Apr – left Colombo with 593t of coffee and 2,000lb of cinnamon.
- 14 Aug – arrived Deal from Colombo
- 17 Aug – entered inwards, London, from Colombo
- 20 Aug - entered outward from London Customs for Shanghai (Moore)
- 12 Sep – cleared outward from London for Shanghai (Moore).
- 19 Oct - spoken with, 41S 19E, south of Cape Town, out of London for Shanghai

1869
- 27 Jan - arrived Shanghai from London (Capt Moore)
- 5 Mar - left Woosung for Swatow (Moore)
- 10 May - arrived Shanghai from Swatow (Moore). Damaged keel; coming over the bar and was dry docked for repairs.
- 13 May – Mate, Andrew Wilson (34) drowned at Shanghai (Ref register of deaths at sea)
- 24 May - left Shanghai for Foochoofoo (Moore)
- 14 Jul - arrived Woosung from Foochoofoo (Moore)
- 25 Jul - left Shanghai for Foochow (Moore)
- 13 Aug - arrived Foochoofoo from Shanghai (Moore)
- 31 Oct - left Shanghai for Foo-Chow-Foo and Boston (Moore).
- 11 Nov – Arrived Foo-Chow-Foo from Shanghai (Moore).
- 27 Dec – sailed from Foo-Chow-Foo for Boston (Moore)

1870
- 1 Feb – spoken to at 35 35 S, 22 29 E, close to Cape Town.
- 25 Mar – Arrived Boston.
- 19 Apr - left Boston for St John (NB) (Moore).
- 26 May - left St John (NB) for London. 11,116 pieces, deals, battens and ends (i.e. timber)
- 1 Jun – passed Deal, allegedly from San Francisco, but this must be an error.
- 1 Aug – Sailed from Sunderland for Singapore (Moore)
- 8 Aug - passed Deal, from Sunderland for Singapore. (Moore)
- 5 Sep – spoken to, for Singapore 14N 25W
- 15 Dec - in Singapore from Sunderland (Moore)
- 29 Dec – left Singapore for Akybar (Moore)

1871
- 22 Jan - at Akyab from Singapore (Moore)
- 15 Feb – Cleared Akyab for Falmouth.
- 10 Jun - en-route Akyab for Falmouth, arrived 13 Jun, cargo rice (Moore).
- 20 Jun - arrived Antwerp (Moore)
- 9 Jul – Arrived Gravesend from Antwerp (Jones)
- 10 Jul - entered inwards London Canning Dock, from Antwerp (Jones)
- 10 Jul – Entered outwards, London Customs, West India Dock, for Colombo, Broker Livingstone (Jones)
- 19 Aug - loading at West India Docks for Colombo direct.
- 23 Dec - arrived Colombo.

1872
- 7 Feb – Left Ceylon.
- 1 Apr – passed St Helena from Ceylon.
- 22 May - off Beachy Head from Colombo for London (Jones).
- 27 May – entered outwards, London Customs, King’s Dock for Algoa Bay. Broker Ellis (Jones)
- 5 Jul – cleared outwards, London KD for Algoa Bay (South Africa). (Jones) 8 Jul passed Deal.
- 9 Aug - seen southbound mid-Atlantic, off Guinea
- 16 Sep - arrived Algoa Bay.
- 3 Dec - arrived Mauritius from Algoa Bay (Jones).

1873
- 5 Jan - arrived Galle from Mauritius
- 6 Jan - sailed for Chittagong (Jones).
- 5 Feb - arrived Chittagong from Port Elizabeth.
- 10 Mar - arrived Galle from Chittagong (Jones).
- 2 Apr - arrived Galle from Colombo (Jones).
- 5 Apr - arrived Colombo from Galle (Jones).
- 24 May – Left Ceylon for London (Toms [sic])
- 18 Jul - spoken to off west coast of South Africa en-route Colombo to London.
- 8 Aug – spoken to 11N 17W – off Guinea
- 15 Sep – passed Deal.
- 17 Sep - arrived Gravesend and entered inwards, London King’s Dock (Jones)
- 25 Sep – entered outwards, London Customs, West India Dock for Canterbury, The NZ Shipping Co (Jones)
- 18 Oct – cleared outwards for Canterbury from South WID. (Jones)
- 20 Oct - left Deal for Canterbury
- 26 Nov - left Gravesend on charter to the New Zealand Shipping Company and under the command of Captain J Jones.

1874
- 31 Jan - arrived in Lyttelton with a general cargo and 3 passengers. The passengers were Mr Gregory, Mrs Jones and Mr Brescher (or maybe Bradshaw). Immediately on arrival in Lyttelton six crew members were arrested and charged with embezzling cargo. They were convicted and sentenced to 8 weeks hard labour.
- The Breakwater Wharf at Lyttelton was named Gladstone pier after the W E Gladstone, which was the first ship to dock there.
- In March she moved to Bluff to take on a cargo comprising 2,250 bales of wool, 1,350 bags of wheat and 500 bags of flour.
- 18 Apr -sailed for London
- 10 Jul - off the Lizard, going east
- 12 Jul – Passed Deal in tow for London.
- 13 Jul – entered inwards London WID from Invercargill.
- 18 Sep – cleared outwards, London for Nelson NZ. under Captain Jones, and carrying 10 passengers.
- 24 Nov – birth of a daughter recorded on board to Mr Edward Purser and Mrs Mary Jane Purser (née Smith).

1875
- 3 Jan arrived into Nelson and docked on 5th. The passengers were Mr and Mrs Purser and family (8), and Miss Connerford and Miss Redmond (Sisters of Mercy). Whilst in Nelson harbour, a seaman from W E Gladstone named John Larson made 2 attempts to jump ship, but was caught and returned both times.
- 16 Feb reported recently arrived Newcastle NSW. Awaiting loading.
- 24 Feb – arrived Adelaide from NSW.
- 10 Mar 1875 reported loading at Newcastle, NSW – “Lambton”, so assume this means loading coal from Lambton Colliery.
- 10th Mar left Newcastle (Jones), H Simpson agent, with 550t of coal. 24 Mar arrived Adelaide from Newcastle NSW. Unloaded at Queens Wharf.
- 15 Apr cleared out of Adelaide for Great Britain via Port Pirie (P Jones Master).
- David Monro deserted and brought to court in Adelaide after ship left.
- 23 Apr - at Port Pirie. Loaded 1294 bags (20,320 bushels) of wheat
- 29 Aug - recorded off the Lizard on, 191 days out of Spencer’s Gulf
30 Aug – Arrived Falmouth from Port Pirie, cargo wheat.
16 Sep – arrived Gloucester from Port Pirie.
2 Oct – arrived Penarth Roads from Gloucester
15 Oct – left Cardiff for Point de Galle, Ceylon (Jones).
6 Dec spoken to in mid-South Atlantic approx level with Cape Town

1876
28 Jan – arrived Point de Galle from Cardiff (Gallichan)
4 Mar – sailed from Galle for False Point (Gallichan)
1 Jun – arrived Mauritius from False Point (Gallichan)
28 Jun – sailed from Mauritius for Galle (Gallichan)
14 Jul – arrived Tuticorin Roads (Gallichan)
28 Jul – sailed from Tuticorin for Galle (Gallichan)
30 Jul – arrived Colombo
1 Sep – sailed from Colombo for London (Gallichan)
12 Nov – arrived St Helena
30 Dec passed Deal for London from Tuticorin (India).

1877
1 Jan – entered inwards, London WID, agent Glover Bros
12 Jan – loading at WID London for Singapore
16 Mar – cleared outwards from WID for Singapore, agent Wright (Gallichan)
19 Mar – sailed from Gravesend and passed Deal, for Singapore
22 Apr – spoken to mid-Atlantic close to equator.
18 May – off Cape of Good Hope
14 Jun - 37S 88E (middle of the Indian Ocean, well south of Singapore) (Capt George Gallichan)
3 Jul - arrived Singapore. Shipping Agent Gilfillan Wood & Co.
28 Jul – left Singapore for Bangkok (Capt Gallichan)
7 Aug – arrived Bangkok from Singapore
6 Sep – sailed from Bangkok for Hong Kong
2 Oct – Arrived Hong Kong (Gallichan)

1878
14 Apr arrived Bangkok from Hong Kong (Gallichan).
27 Jul – arrived Bangkok from Hong Kong (Gallichan)
30 Oct – sailed from Hong Kong for Quinhon (Gallichan)

1879
4 Jan - arrived Hong Kong from Quinhon with foretopmast sprung and loss of nearly all sails after a gale (Gallichan).
7 Feb – sailed from Hong Kong for Saigon (Gallichan)
23 May - arrived St Helena from Saigon (Gallichan) and sailed for Belle Isle.
20 Jul - left Palais (BI) for Bordeaux.
22 Jul - arrived Pauillac
19 Aug - left Pauillac for London.
25 Aug - passed Deal from Saigon (Gallichan)
28 Aug – entered inwards, London Dock from Bordeaux
2 Sep to 28 Jan – Laid up in London Dock
**1880**
- 4 Feb – sailed from Gravesend, westwards
- 5 Feb - sailed from Deal for Swansea in tow (Capt Benton).
- 10 Feb - in ballast, was disabled by heavy sea and towed into Plymouth by the steamer Memnon (from Bahia). Mizzen mast broken and ballast shifted (“Of and for Swansea”)
- 22 Feb – passed the Lizard in tow of paddle tug Flying Cloud.
- 24 Feb - arrived Swansea from London (Capt Bendon)
- 23 Mar – George Blaney Meager of Swansea acquired all 64 shares in W E Gladstone.
- 25 Mar - left Swansea for Caldera.
- 13 Jun - spoken to off coast of Chile, level with Concepcion
- 29 Nov – arrived Falmouth from Iquique (Capt Harris [sic])
- 6 Dec - arrived Dunkirk from Iquique (Capt Harris [sic])
- 30 Dec - en-route Dunkirk to Swansea, ran into the anchored steamer Alpha in The Downs (Capt Jones(?))
- 31 Dec – sailed from Deal for Swansea

**1881**
- 19 Jan – Loading at Swansea for Antofagasta (Harries). Broker Richardson.
- 21 Jan – Captain Harries re-signed as master, with a mostly new crew comprising a mate, a bosun and 10 seamen (see Appendix 2).
- 31 Jan - left Swansea for Antofagasta (Capt John Harries
- 28 Apr - William Evans, Cook/Steward, born 1832, Cardigan, Wales. Washed overboard and drowned. Confirmed from death at sea register but note that this says lost with ship, which was not the case. Robert Sherwin promoted as replacement cook/steward*. 
- 24 May – Arrived Antofagasta*
- 16 Jun – left Antofagasta*
- **18 Jun – at Valparaiso from Pisagua, with nitrate and orders for UK**
- 25 Jun – arrived Carrizal Bajo Chile from Antofagasta
- 2 Jul – in port Carrizal (Harries)
- 16 Jul – left Carrizal Bajo*
- 31 Jul – Arrived Pisagua*
- 25 Aug - left Pisagua with cargo of saltpetre valued at £15,000 for Falmouth or Queenstown for orders (Capt John Harries)
- {31 Aug} – Cleared Iquique for Channel
- 5 Sep – vessel abandoned at sea. Crew picked up by Italian vessel Colombo.
- 6 Sep – vessel sank at 28 34 S, 87 45 W
- 5 Dec - crew landed at Queenstown, Ireland, and told their story. Paid off on 7th.
- 22 Dec - Board of Trade Inquiry convened.
Appendix 2

Crew signed on in Swansea 21 Jan 1881 for voyage to South America which ended with the loss of the vessel on 5 Sep 1881.

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Harris</td>
<td>Master 86221</td>
<td>Certificate suspended following BoT Inquiry into loss of vessel.</td>
</tr>
<tr>
<td>David Lewis John</td>
<td>Mate 07356</td>
<td>Certificate suspended following BoT Inquiry into loss of vessel.</td>
</tr>
<tr>
<td>Edward Andersson</td>
<td>Able Seaman</td>
<td></td>
</tr>
<tr>
<td>Gustav Berlsen</td>
<td>Ordinary Seaman</td>
<td></td>
</tr>
<tr>
<td>David Davies</td>
<td>Bosun</td>
<td></td>
</tr>
<tr>
<td>William Evans</td>
<td>Cook/Steward</td>
<td>Washed overboard and drowned 28 Apr 1881</td>
</tr>
<tr>
<td>John German</td>
<td>Carpenter/Seaman</td>
<td>Censured by BoT Inquiry into loss of vessel.</td>
</tr>
<tr>
<td>Carl Holmqvist</td>
<td>Able Seaman</td>
<td></td>
</tr>
<tr>
<td>Carl Hjalmar Kinberg</td>
<td>Able Seaman</td>
<td></td>
</tr>
<tr>
<td>Tsar Lundquist</td>
<td>Able Seaman</td>
<td></td>
</tr>
<tr>
<td>Alex Musgrave</td>
<td>Able Seaman</td>
<td></td>
</tr>
<tr>
<td>Robert Sherwin</td>
<td>Able Seaman then</td>
<td>Appointed cook steward following death of William Evans 28 Apr 1881.</td>
</tr>
<tr>
<td></td>
<td>Cook/Steward</td>
<td>Censured by BoT Inquiry into loss of vessel.</td>
</tr>
<tr>
<td>William Watson</td>
<td>Able Seaman</td>
<td></td>
</tr>
</tbody>
</table>