

1841

YASS
POST PAID

YASS
OC 30
1841
NEW SOUTH WALES

GENERAL POST OFFICE
NO 3
1841
SYDNEY

ORIGINATING POST OFFICE

SYDNEY ARRIVAL BACKSTAMP

PAID SHIP LETTER
NO 3
1841
SYDNEY

12 APR 42
LIVERPOOL
SHIP

PLYMOUTH
AP 14
1842
A

SYDNEY TRANSIT

ARRIVAL/TRANSIT

ARRIVAL



STANDARD 8d.
RATE FOR INCOMING PACKET LETTER.

8

THE LONDON TIMES OF 14 APRIL 1842 REPORTED:
APRIL 12th! ARRIVED AUSTRALIAN FROM SYDNEY,
NEW SOUTH WALES. SAILED NOV. 6; FEELS LAT
14.30 S LONG 34W SPOKE THE THUNDERER,
STEAMER FROM LIVERPOOL TO RIO DE JANEIRO.

1841

PREMIER PHILATELY - Auction No 102 - Saturday 15th March 2003



655

655 C C

1841 cover to GB with very fine strikes of rounded-boxed 'YASS/POST PAID' h/s (#P11) in red & oval d/s in black, 'PAID SHIP LETTER/SYDNEY' transit in red on the face, minor soiling & peripheral faults. Ex Moya Land. {Page 52.6}

300T

THE LONDON TIMES OF 14 APRIL 1842

SHIP NEWS.

LIVERPOOL, APRIL 11.

Sailed.—The Prentiss for New York.

APRIL 12.

Arrived.—The Lehigh, from New Orleans to Liverpool; sailed from the bar March 5, left the John Bolton, for Liverpool, on the bar, to sail next day. April 7, lat. 51, long. 12, saw a steamer at 11 a.m. supposed to be the Britannia, for Halifax, and a ship with a black ball, supposed to be the North America from New York, packet of the 19th ult. 10th, off Dungarvon, spoke the St. Andrew from Savannah, and Helen (supposed) from Bombay—Australian from Sydney, New South Wales, sailed Nov. 6; Feb. 5, lat. 14 20 S., long. 34 W., spoke the Thunderer steamer, from Liverpool to Rio Janeiro—Pasha from Monte Video—Mary from Marseilles—Volador from Bilbao—George from Cephalonia—Eira from Guernsey.

Sailed.—The Royal William for Venice—Waterwitch for St. Petersburg—Betsey for Port Lahore—Solide for Pernambuco—Sarah and Arilla and Russell Glover for New York—Trafalgar and Her person for Newfoundland and Quebec—Sea for Kiel—Pulla for Quebec—Siren for Halifax—Acapulco for Quebec and Buenos Ayres—Traveler for Dorchester, New Brunswick—Gracia for Naples—Gossypium for New Orleans.

APRIL 13.

Arrived.—Leonore from Charleston—Isabel from Marseilles—Providence from Lisbon—Violet from Antwerp—Ariel from Calcutta—Hopewell from Ancona.

1841

YASS
POST PAID

YASS
OCT 30
1841
NEW SWALES

ORIGINATING POST
OFFICE

GENERAL POST OFFICE
NO 3
1841
SYDNEY

SYDNEY ARRIVAL BACKSTAMP

PAID SHIP LETTER
NO 3
1841
SYDNEY

SYDNEY TRANSIT

12 APR 42
LIVERPOOL
SHIP

ARRIVAL/TRANSIT

PLYMOUTH
APR 14
1842
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ARRIVAL



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1849

SHIP LETTERS

MELBOURNE TO EDINBURGH VIA LONDON

Ship Warrior

SHIP LETTER
FEB 5
MELBOURNE
1849

3



February 5, 1849. A letter posted at Melbourne, Victoria. It is addressed to Edinburgh, Scotland and is endorsed: p "Warrior". It is backstamped as an outgoing Ship Letter and rated at the Act of 1838 Ship Letter rates which were (per ½-oz.) single 3d., double 6d., triple 9d. and quadruple 1/-, which were the same as finalized by the rate schedules of January 1, 1850. These rates were independent of any delivery charges in the country to which sent.

EU
4 JY 4
1849

8

JUL
S 5 M
1849

July 4. Warrior arrived at London, 149 days from Melbourne, backstamp. Letter rated as a single Ship Letter at 8d., effective since 1840.

July 5. Arrival backstamp at Edinburgh.

#450

1850



SHIP LETTER HANDSTAMP - ROBSON LOWE TYPE HS B1 - IN USE 1841-1856.

SYDNEY BARRED OVAL CANCELLATION. ROBSON LOWE TYPE C1 - IN USE 1850-1851.

LONDON ARRIVAL BACKSTAMP



QUEENS WHARF

IN THE LONDON PHILATELIST JAN-FEB. 1985 MR. W.L. MITCHELL THEORISED THAT QUEENS WHARF, A CUSTOMS IMPOUND DEPOT LOCATED APPROX. 1/4 MILE FROM G.P.O. SYDNEY, WAS ALSO A SHORT LIVED RECEIVING OFFICE. AS OF JAN. 1985 ONLY 4 Q.W. COVERS HAD SURFACED. INCLUSIVE DATES ARE: 19 SEPT. 1850 - 11 SEPT. 1851.

THIS COVER WAS IN TRANSIT SYDNEY TO LONDON FOR 152 DAYS.

A 21 FEBRUARY 1851 SHIPPING NOTICE IN THE LONDON TIMES STATES: "THE AJAX FROM NEW SOUTH WALES HAS ARRIVED IN THE DOWNS; SAILED FROM SYDNEY SEPT. 22."

POSTAL RATE - ON 1 JANUARY 1850 THE SHIP LETTER RATE WAS SET AT 3d PER 1/2 OUNCE. THIS RATE WAS INDEPENDENT OF DELIVERY CHARGES IN THE COUNTRY OF DESTINATION, THOUGH NOT REQUIRED, TO THE U.K, THIS COVER WAS PRE-PAID. THE "SYDNEY VIEW" FRANKING IS S.G. # 42 - 3d YELLOW GREEN ON HARD, THICK, GREYISH/SLIGHTLY BLuish PAPER. ISSUED c. JULY 1850.

1853

SYDNEY, N. S. W. TO LONDON BY PRIVATE SHIP

Ship Oriental Queen

(50)

ALBURY
* 28*MY*
* 1853 *
N S

SHIP LETTER
JU * 3 R
SY 1853
DNEY



May 28, 1853. A letter to Scotland paid at the 3d. Ship Letter rate, made up by the one penny red, Issue of 1852 and the 2d. ultramarine, plate I. Cancellation is by the barred oval "50", the Post Office number of Albury. Dated unframed backstamp at Albury.

June 3. Transit backstamp at Sydney, from which port the ship Oriental Queen sailed.



London Times. October 11, 1853. Gravesend, October 10, arrived..
...the Oriental Queen from Sydney.

October 10. London transit backstamp.

October 11. Perth, Scotland arrival backstamp. The Oriental Queen was 129 days from Sydney to Gravesend.

This letter was subject to the 8d. Ship Letter rate of January 10, 1840 per ½-oz.

1853

AUSTRALIAN ROYAL MAIL STEAM NAVIGATION CO.
R.M.S. Victoria

This line was the first to be awarded a steam contract to carry the mails from Australia to England via the Cape of Good Hope. This service was an abject failure. There were only six northbound voyages and the average time taken for there was 104 days. On a number of occasions the steamships were beaten to their destinations by the Black Ball Line's American-built clippers, such as Marco Polo and the Lightning. This line lasted only from 1852-54. Besides Victoria the fleet consisted of Australian, Sydney and Melbourne.



SHIP LETTER
SE 14
1853
SYDNEY

September 14, 1853. A letter posted as a Ship Letter at Sydney. It was paid by the 2d. blue, plate I paying the "town rate" and 3d. green, Issue of 1852. At this time the Ship Letter rate only was 3d. Stamps are cancelled by the dumb obliterator of Sydney. Letter is endorsed: Per Victoria.

September 17. The Sydney mails closed and R.M.S. Victoria sailed for England via the Cape of Good Hope.

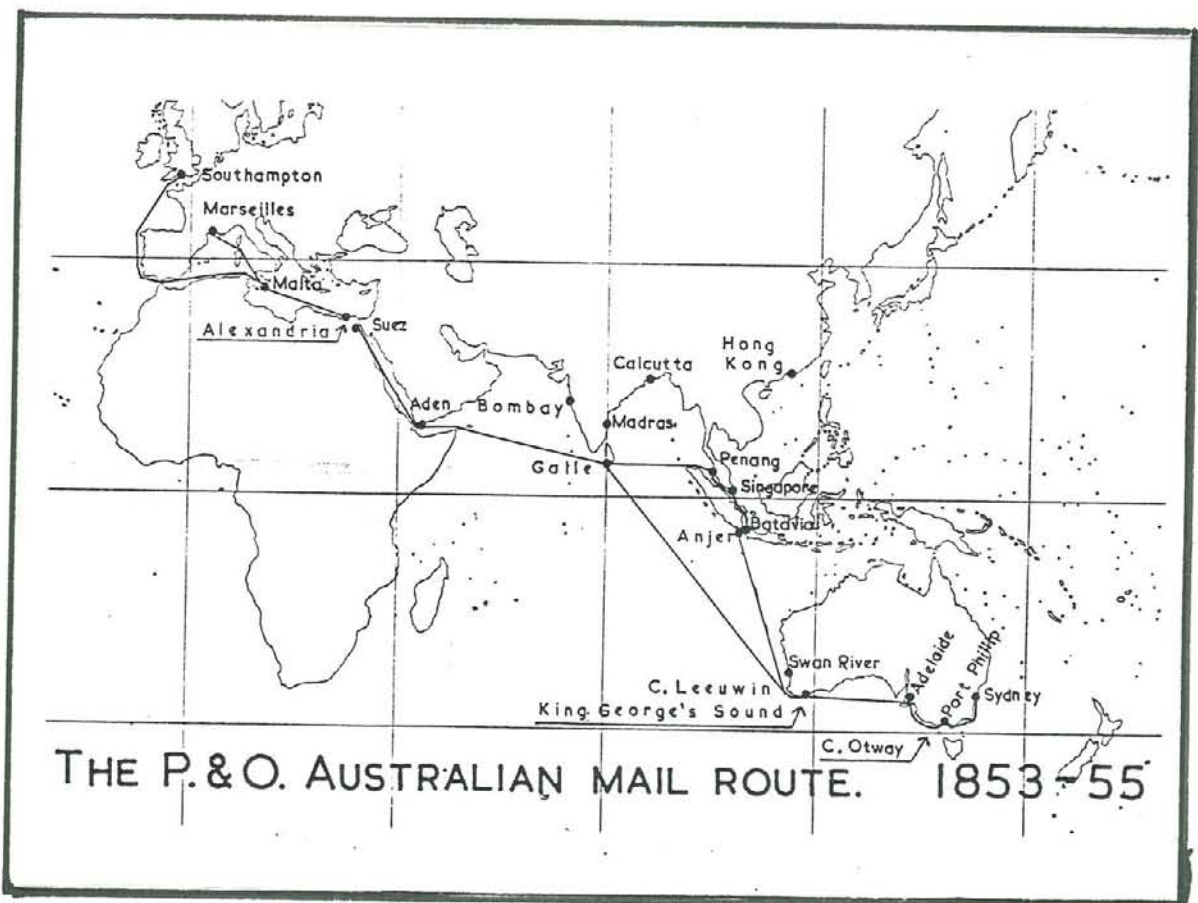
December 10. Victoria arrived in England, 84 days out from Sydney.

December 13. London transit backstamp.

December 14. Dublin arrival backstamp. An 8d. Ship Letter was due, shown in black manuscript. This was the standard British incoming Ship Letter rate since 1840, and was due regardless what had been paid in the colonies.

13 DE 13
1853

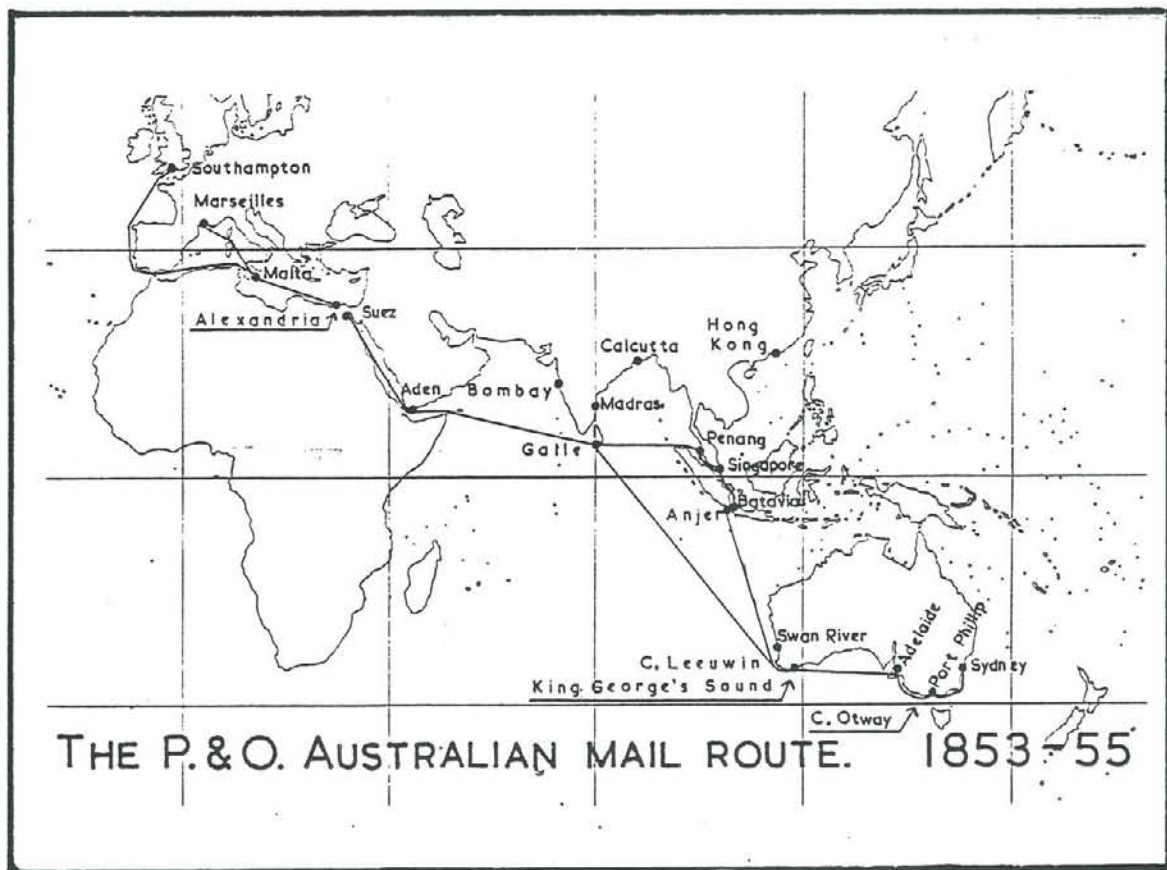
2
DE 14
1853
B



THE ROUTES SHOWN ABOVE WERE USED DURING THE FIRST PHASE OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S CONTRACT FOR AUSTRALIAN MAIL SERVICE. DUE TO THE ONSET OF THE CRIMEAN WAR THIS SERVICE WAS SHORT LIVED. IT LASTED ONLY 21 MONTHS AND COMPRISED 11 OUTWARD AND 12 HOMEWARD VOYAGES.

THE STEAMERS USED BY THE P+O FOR THE AUSTRALIAN SERVICE WERE:

- "CHUSAN" - IRON, BARQUE-RIGGED - 700 TONS, 190' LONG, 29 1/2' BEAM, 16' DRAFT. BUILT BY MILLER + RAVENHILL IN 1852.
- "FORMOSA" - IRON, BARQUE-RIGGED THREE MASTED - 672 TONS, 211' LONG, 26' BEAM, 16' DRAFT. BUILT BY SMITH + RODGERS IN 1852.
- "SHANGHAE" - IRON, STEAMER - 182 1/2' LONG, 26' BEAM, 15 1/2' DRAFT. FIRST SCREW STEAMER BUILT FOR THE COMPANY - 1851
- "MADRAS" - IRON, SCREW, STEAMER - 1185 TONS, 233' LONG, 31 1/2' BEAM, 21 FOOT DRAFT. BUILT BY TOD + MacGREGOR IN 1853
- "NORNA" - IRON, SCREW, STEAMER - 969 TONS, 242' LONG, 28' BEAM, 19' DRAFT. BUILT BY TOD + MacGREGOR IN 1853



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HISTORY OF GOLDEN RULE LODGE

served from 1889 to 1892, when he was succeeded by Bro. C. Albert Jones. In 1897, Bro. Wilson was again appointed, and served until 1902 when Bro. Herbert L. B. Lawton was appointed. The latter served ten years when Bro. Jones was again appointed. After another decade, in 1922, Bro. Albert W. Carleton became organist. In 1924, Wor. Bro. W. W. Chute, who had served a number of neighboring lodges in that capacity, was appointed, and was succeeded by Bro. Jones in 1925. In 1927, Bro. George W. Collins was appointed. Bro. Collins was succeeded by Bro. Donald M. Murray, the present organist, in 1932.

TRUSTEES

On February 10, 1910, it was voted that Worshipful Master William S. Dennison, Senior Warden Henry L. Hall and Junior Warden Thomas F. Ringer serve as trustees until the election of their successors. At the annual meeting, December 8, 1910, the Lodge elected Bro. William H. Tay for one year; Wor. Bro. Charles B. Bowman for two years, and Wor. Bro. Albert W. Flint for three years.

Wor. Bro. Dennison was elected for three years, in 1911, and has been re-elected at the expiration of each term since then. He is now the senior trustee.

Wor. Bro. Hall, elected in 1912, served until 1918, when Right Worshipful William F. Deadman was elected. The latter has likewise served continuously, and is now acting in that capacity.

Wor. Bro. Flint served until 1929 when he was succeeded by Wor. Bro. T. Fulton Parks, who has continued to serve and is the third member of the board.

BOARD OF MASONIC RELIEF

Golden Rule Lodge has been represented on the Board of Masonic Relief since 1913, when Right Worshipful William F. Deadman was elected.

Two years later Bro. Mariner S. Lawrence was elected associate member of the board. Bro. Lawrence served until June 8, 1922, when he resigned, on account of moving from the state.

Right Worshipful Bro. Deadman was chosen as Bro. Lawrence's successor in 1922 and served until January 13, 1927, when Wor. Bro. T. Fulton Parks was elected an active member of the Board. Bro. Roy A. Hovey was elected an associate member in 1927 and served until the discontinuance of associate representatives, three years later.

Lodge records show frequent reports from the above-named brethren, at meetings of members. Special notations of these detailed reports, presented by Wor. Bro. Parks, particularly, appear among paragraphs of unusual interest in reports of Lodge meetings.

SS
 Feb. 11/23
 H. K. Mar 31
 Smyth Apr 6-8
 Perry Apr 10
 Gold Apr 16
 Goley Apr 20
 Sney Apr 30-1
 Sney 8
 Alex May 12
 Mack May 17
 Galt May 23
 S. O. T. N May 30

1851

SHIP LETTERS

MELBOURNE TO EDINBURGH VIA LONDON

Ship Success



3



June 18, 1851. A letter posted at Melbourne, Victoria. It is addressed to Edinburgh, Scotland and is endorsed: p "Success". Backstamped as an outgoing Ship Letter, it was rated at The January 1, 1850, Ship Letter rate of 3d. per ½-oz. The rate notice stated, "Ship Letters 3d. plus any inland rate and independent of delivery charges in the country to which they are destined." Here, as the letter was posted at the port, there were no charges beyond the 3d. which was paid in cash.



J



November 14. Success arrived at London, backstamp. Ship was 159 days from Melbourne. This letter was rated as a single Ship Letter at 8d., effective since 1840. The collect rate is shown in black manuscript.

November 15. Edinburgh arrival backstamp.

VPD SHEET PROTECTOR MY-11

VPD SHEET PROTECTOR MY-11

1853

BENDINGO DIGGINGS, AUSTRALIA TO U.S. VIA CEYLON

P.&O. Line: S.S. Shanghai, Sydney to Singapore

: S.S. Malta, Singapore to Pointe de Galle, Ceylon

General Screw Steam Shipping Co.: S.S. Indiana, Galle to Plymouth

N.Y. & Havre Steam Navigation Co.: S.S. Humboldt, Southampton to N.Y.



BENDINGO
 JUN 1
 1853
 VICTORIA

June 1, 1853. Letter datelined at Bendingo Diggings, a gold field just northwest of Melbourne, Victoria, Australia. This was a registered letter containing a gold button for the writer's mother. Rate per General Post Office Notice of Jan. 1853 noted monthly sailings to Australia, 1/- per 1/2-oz. via Southampton or Plymouth, 1/10d. per 1/2-oz.; 2/3 per 1/2-oz. via Marseilles. This

letter rated 1/- plus a 2d. Registration fee shown by the red mss. "2", total 1/2d., shown in black manuscript. This was equivalent to 1/- (24¢) + 2d (4¢) = 28¢, also shown as a debit to the U.S.

Peninsular & Oriental Steam Navigation Co. vessels carried the letter, as follows:

<u>S.S. Shanghai</u>		<u>S.S. Malta</u>	
Sydney	June 1	Singapore	July 4
→ Port Philip (Melbourne)	7-8	Penang	6
Adelaide	11-14	Galle, Ceylon	14.
King George Sound	21		
Batavia	July 1		
Singapore	4		

P. & O. S.S. Madras sailed from Galle July 14 for Suez where her mails arrived Aug. 2. They went across Egypt to Alexandria where the P. & O. Indus sailed Aug. 5 for Southampton, arriving at that port Aug. 19.

1853

However, this letter being registered was held up at Galle and didn't make the Madras sailing. Instead, it was sent onward to England by the General Screw Steam Shipping Co.'s mail packet Indiana which went from Calcutta via Table Bay (Cape of Good Hope) to Plymouth, a much longer voyage than the P. & O. overland route via Egypt. She arrived at Plymouth Sept. 28. Her dates were: *

	Calcutta	July 15	St. Helena	Aug. 29
Bendingo let-	Madras	21	Ascension	Sep. 2
ter went	Galle	26	St. Vincent's	10
aboard	Mauritius	Aug. 7	Vigo	25
	Table Bay	20	Plymouth	28.



Sept. 28, 1853. Transit backstamp at London. Letter was bulked to Southampton to meet the call of the N.Y. & Havre Steam Navigation Co.'s (The Havre Line) S.S. Humboldt which departed from Havre Sept. 30 via Southampton October 1.



October 14. Humboldt arrived at New York. Letter was subject to the 28¢ (see above) plus 21¢ transit by American Packet = 49¢ as shown in manuscript. The U.S. rate of June 1852 was 45¢. This was plus 2d. (4¢) registry fee to total 49¢.

The various numeral notations are the registry bill numbers.

* London Times, THURSDAY, Sept. 29, 1853.

THE CAPE OF GOOD HOPE AND MAURITIUS

Plymouth, TUES.

The General Screw Steam Shipping Company's mail packet Indiana, Capt. Lambert, arrived this morning. Her homeward dates are:- from Calcutta, July 15, Madras July 21; Pointe de Galle July 26; Mauritius Aug. 7; Table Bay, Aug. 20, etc.

1854

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Victoria to London via Suez and Southampton

S. S. Madras, Sydney to Galle, Ceylon

S. S. Ganges, Galle to Suez

S. S. Tagus, Alexandria to Southampton

MELBOURNE
MY27A
1854
VICTORIA



May 27, 1854. A letter posted at Melbourne during the first phase of the P. & O. Australian Service which ran from March 1853 to April 1855. This letter was paid at 6d. by a pair of the 5th "Half Queen" printing, period of use April-June 1854, Thomas Ham lithograph. This 6d. rate seems to be an early use of the rate which was officially effective October 1, 1854. Cancellation is by the 1/V "barred oval" of Melbourne. Letter is endorsed: p. Madras.

P. & O. steamers carried this letter, dates as follows:

<u>S.S. Madras</u>		<u>S.S. Ganges</u>		<u>S.S. Tagus</u>	
Sydney	May 25	Galle	June 26	Alexandria	July 22
→ Port Philip	29-30	Aden	July 8	Malta	26-27
Adelaide	Jun, 1-2	Suez	14	Gibraltar	Aug. 1
King Geo. Sd.	7-8			Southampton	7
Galle	25				

August 7. London arrival backstamp.

August 11. Letter was forwarded to Lynn, Norfolk. London backstamp arrival back into the mail.

August 11. Lynn arrival backstamp.

G1
AU-7
1854

6E V 6
AU 7
1854
1

AG
11AUII
1854

LYNN
AUII
1854
C

1855

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Melbourne to Ireland via Suez and Overland Mail

Last Voyage of the 1st. P. & O. Australian Contract

S. S. Madras, Sydney to Galle, Ceylon

S. S. Hindostan, Galle to Suez

S. S. Euxine, Alexandria to Southampton

This cover was carried on the last P. & O. Line voyage under the first contract. Due to the Crimean War many of the P. & O. packets were pressed into transport service. After the war the P. & O. refused to accept the terms offered for a new Australian contract. What was to become the European & Australian Royal Mail Company accepted the terms and began operations in October 1856. The P. & O. once again took the contract starting with the sailing of the Pera from Southampton on March 12, 1859.

MELBOURNE
JAN 29 1855
VICTORIA



January 29, 1855. A letter to Ireland paid at Melbourne by the one shilling Issue of 1854. The October 1, 1854 rate by packet or private ship from Victoria was 6d. per ½-oz. Due to the uncertainty of the P. & O. situation, the sender probably covered any situation by overpaying the Australian mail rate via Marseilles which was 11d. per ½-oz.

Transit by P. & O. Line steamers was;

<u>S.S. Madras</u>		<u>S.S. Hindostan</u>		<u>S.S. Euxine</u>	
Sydney	Jan. 27	Galle	Mar. 3	Alexandria	Mar. 23
Port Philip	30-31	Aden	12	Malta	26-27
Adelaide	Feb. 2-3	Suez	19	Gibraltar	31
King George Sound	8-9			Southampton	Apr. 5
Galle	25				

April 5. Transit backstamp at London.

April 6. Transit backstamp at Dublin. This letter was further rated due to the cessation of the P.&O. contract, rated collect 6d., Ship Letter rate of Oct. 1, 1854, now applying to Aust. States.

G1
AP-6
1855

7
AP 7
1855
B

BALLYBROGH
AP. 8 1855
THY

1855



ORIGINATING OFFICE
BACKSTAMP



SYDNEY OBLITERATOR
IN USE 1850-1857



PORTSMOUTH
ARRIVAL
BACKSTAMP



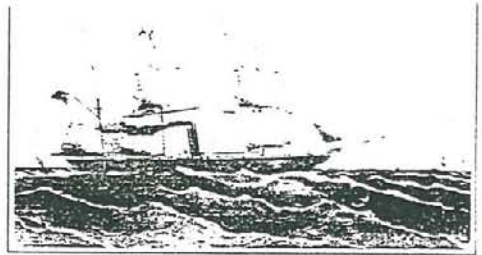
LONDON
ARRIVAL
BACKSTAMP



P&O SHIPS:

<u>MADRAS</u>	<u>HINDOSTAN</u>	<u>EUXINE</u>
SYDNEY 27 JANUARY 1855	GALLE 3 MARCH 1855	ALEXANDRIA 23 MARCH '55
PORT PHILIP 30-31 JAN	ADEN 12 MAR.	MALTA 26-27 MAR.
ADELAIDE 2-3 FEBRUARY	SUEZ 19 MAR.	GIBRALTAR 31 MAR.
K.G. SOUND 8-9 FEB.		SOUTHAMPTON 5 APRIL '55
GALLE 25 FEB.		

THE "MADRAS" MADE THE LAST MAIL RUN FROM AUSTRALIA UNDER THE P&O CONTRACT OF 1853. UNDER THAT CONTRACT THE GOVERNMENT HAD THE POWER AND WAS AT LIBERTY TO PURCHASE OR HIRE ANY P&O SHIPS, IF THE GOVT. CONSIDERED SUCH ACTION TO BE IN THE BEST INTERESTS OF THE PUBLIC. THE GOVT EXERCISED THEIR CONTRACTUAL RIGHTS IN 1855 AND EITHER BOUGHT OR LEASED P&O SHIPS FOR SERVICE IN THE CRIMEA, THE BALTIC AND THE INDIAN OCEAN. THIS ACTION COMPLETELY CUT OFF SERVICE TO AND FROM AUSTRALIA, THUS THE FIRST PHASE OF P&O MAIL SERVICE TO AUSTRALIA WAS TERMINATED AND NOT TO BE RE-INITIATED UNTIL 12 MARCH OF 1859.



P. & O. steamship Madras built 1852

1855

SYDNEY, N.S.W. TO SCOTLAND BY PRIVATE SHIP

Ship Vimeira



SYDNEY
 * JA * 9 *
 1855
 N. S. W.

AK
 28AP28
 1855

November 23, 1854. A letter concerning estate matters datelined at Sydney. It was not posted until January 9, 1855 at Sydney, backstamp. Letter is endorsed: per "Vimeira".

The private Ship Letter rate was paid by the 3d. Issue of 1854, cancelled by the "dumb" obliterator of Sydney. The rate did not include any charges due on delivery. The 3d. Ship Letter rate was restated in manuscript and deleted.

London Times, Monday, April 30. Falmouth: Arrived off the port the Vimeira, from Sydney, for London, landed mails and passengers. Arrived April 27.

April 28. Transit backstamp at London. Letter rated incoming per rates of October 1, 1854, by packet or private ship from the Australian States at 6d. per ½-oz. This was for direct mail "via Sydney". Mail "via Marseilles" added 5d. per ¼-oz.

C.R.

Transit handstamp of the Caledonian Railway.

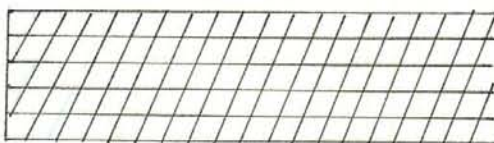
LANARK
 AP 29
 1855

April 29. Lanark, Scotland receiving postmark.

1855



ORIGINATING OFFICE STAMP IN USE 1853-1855



TYPE "A" OBLITERATOR. IN USE UNTIL 1857 WHEN DATE STAMPS WERE INTRODUCED.



LONDON ARRIVAL



EDINBURGH TRANSIT STAMP



ARRIVAL STAMP

**SOUTH AUSTRALIA TO SCOTLAND
94 DAYS IN TRANSIT**

THE LONDON TIMES OF SATURDAY, 12 MAY 1855 STATES "THE BLACK BALL CLIPPER PACKETSHIP 'CHAMPION OF THE SEAS' HAS ARRIVED WITH THE MAILED FROM MELBOURNE OF THE 15TH OF FEBRUARY". DATE LINED "LIVERPOOL MAY 11", "SHE HAS BROUGHT 340 PASSENGERS, 49,718 OUNCES OF GOLD ON FREIGHT, AND 2,301 BALES AND BAGS OF WOOL."

POSTAL RATE OF 6d ADELAIDE TO SCOTLAND (VIA MELBOURNE) HAS BEEN PAID BY THREE S.G. #2 2d WHICH WERE FIRST ISSUED ON 1 JAN. 1855 AND WERE THE FIRST ADHESIVES ISSUED. THUS THIS COVER PROVIDES AN EXAMPLE OF VERY EARLY USE.

THE CHAMPION OF THE SEAS WAS DESIGNED AND BUILT BY DONALD MCKAY AT BOSTON, MASS. FOR BRITISH SHIPOWNER JAMES BAINES OF LONDON. SHE BECAME PART OF THE LIVERPOOL BLACK BALL LINE AND SAILED THE U.K. TO AUSTRALIA RUN. THERE ARE 14 CLIPPER SHIPS RECORDED AS HAVING LOGGED OVER 400 NAUTICAL MILES IN A 24 HR. PERIOD AND MCKAY BUILT 10 OF THEM. UNDER COMMAND OF CAPT. ALEXANDER NEWLANDS, CHAMPION OF THE SEAS MADE THE LONGEST RUN OF 465 NAUTICAL MILES, NOON TO NOON 11-12 DECEMBER 1854, IN THE INDIAN OCEAN.

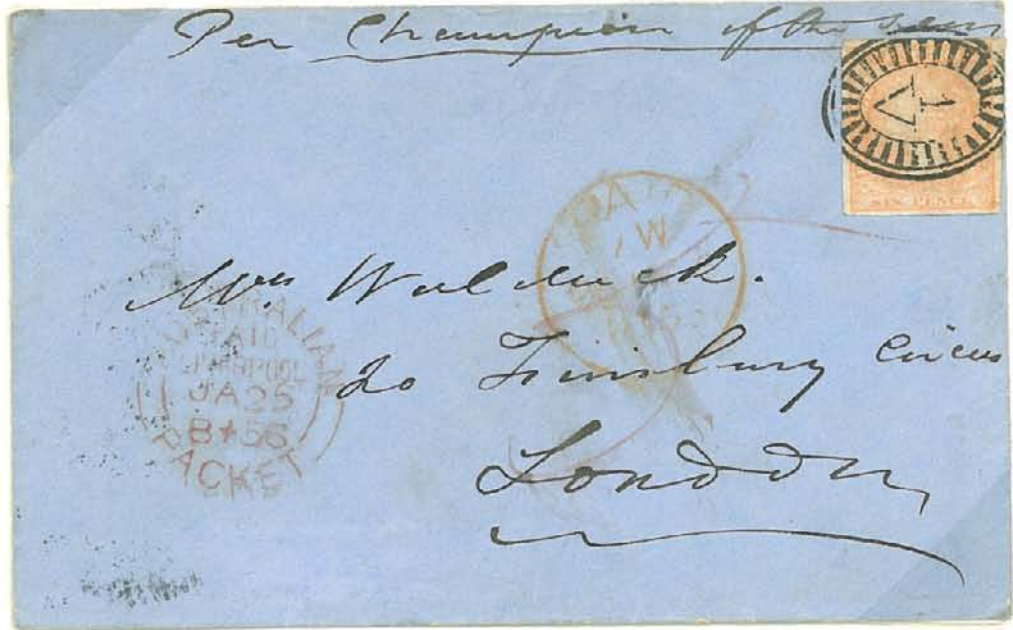
FREIGHT RATES FOR THIS PASSAGE WERE: 1d PER POUND FOR WOOL AND 1/2d PER OUNCE FOR GOLD.

1855 - 56

Australia to Liverpool by Clipper Ship
"BLACK BALL" LINE

Clipper Ship Champion of the Seas

Champion of the Seas, Capt. Alexander Newlands. Built in 1854 by Donald McKay, East Boston for James Baines & Co. 2447 tons, 252' x 45.6' beam x 29.2' draft.



MELBOURNE
H
OC 26
1855
VICTORIA

October 26, 1855. A letter to London paid 6d. by the Victoria imperforated Issue of 1854. The 6d. rate used here was the result of some confusion. The Post Office Notice rate of October 1, 1854, gave the packet or private ship rate to Australian States of 6d. This was increased to 1/- by packet and 8d. by private ship to Victoria effective June 20, 1855, which was in turn reduced by Treasury Warrant of November 11, 1855 (after this letter was posted) to 6d. again. Here, this letter was rated at the 6d. Packet Letter rate of October 1854. The stamp is cancelled by the 1/V "barred oval" of Melbourne.

October 20. The Sydney mails closed on this date. Champion of the Seas touched at Melbourne October 26 where this letter went aboard. The large red "5" credits Britain for 5d., Victoria retained 1d. internal post.

AUSTRALIAN
PAID
LIVERPOOL
JA 25
JB + 56
TICKET

PAID
V W
26 JA 26
1856

January 25, 1856. Champion of the Seas arrived at the Liverpool Packet Letter Office, 98 days from Sydney.

January 26. London arrival mark.

London Times, Jan. 18, 1856.

AUSTRALIA

Liverpool, Jan. 17

By the arrival of the White Star Royal Mail packet ship Ben Nevis, Captain Herron, we have advices from Melbourne to the 16th of October. She left Port Phillip Heads on the 19th of October, and brought 45,000 ounces of gold on freight; also a large cargo.

The packet ship Shalimar arrived at Melbourne on the 15th of October; and the Champion of the Seas was to leave for Liverpool on the 25th of October.

The Ben Nevis having brought a very scanty supply of newspapers, our summary of intelligence is necessarily brief. Her advices are 15 days later than those by Donald M'Kay, which arrived on the 28th ult.

London Times, Jan. 26, 1856, Sat.

AUSTRALIA

Liverpool, Friday.

The royal mail packet ship Champion of the Seas has arrived with advices from Melbourne of the 27th of October, 188 passengers and 124,000 ounces of gold in freight. She also brings a large cargo, which includes 1185 bales of wool, 13 bales of sheepskins, 40 casks of tallow, 382 packages of tin ore, 3120 bags of copper, 3 casks of oil (the produce of New Zealand), etc.

The packet ship James Baines, with the mails of the 5th of August, arrived at Melbourne after a passage of 77 days from Liverpool.

1855-56

"BLACK BALL" AUSTRALIAN LINE

Clipper Ship Champion of the Seas, Sydney to Liverpool

Cunard Line: R.M.S. Persia, Liverpool to New York



1855-56

"BLACK BALL" AUSTRALIAN LINE

Clipper Ship Champion of the Seas, Sydney to Liverpool
Cunard Line: R. M. S. Persia, Liverpool to New York

SYDNEY
A
OC 20
1855
N. S. W.



1D

October 19, 1855. Letter datelined at Sydney, New South Wales and posted unpaid Oct. 20, endorsed: Per "Champion of the Seas" Via England. It was charged 6d. as an outbound packet letter to the U.K. A 1d. credit was allowed to New South Wales for internal postage.

October 25. Champion of the Seas departed from Sydney for Liverpool.

AUSTRALIA
LIVERPOOL
JAN 25
P756A
PACKET

28 00

Jan. 25, 1856. Australian Packet backstamp at Liverpool, 93 days from Sydney.

London Times, Jan. 26, Sat. AUSTRALIA
Liverpool, Friday

The royal mail packet ship Champion of the Seas has arrived with advices from Melbourne of the 27th of October, 188 passengers and 124,000 ounces of gold in freight. . .

Jan. 26. R. M. S. Persia of the Cunard Line departed from Liverpool for New York with this letter aboard.

U.S. was debited for: British Service 12¢ (6d.)
Transatlantic 16¢
28¢ (shown in mss.)

NEW-YORK
FEB 9
BR PKT

33

Feb. 9. Arrival date of Persia at N.Y. The U.S. Inland charge of 5¢ was added to the British charges of 28¢ to total 33¢, the Oct. 1854 rate for Australia via British packet.

1855-56

Australia to Liverpool by Clipper Ship
AUSTRALIAN "BLACK BALL LINE"

Clipper Ship James Baines



MELBOURNE
NO 24
1855
VICTORIA



November 24, 1855. A letter paid at Melbourne, Victoria at the 6d. Packet Letter rate to the U.K.. payment by the Issue of 1854, cancelled by the 1/V of Melbourne. This was during the period when sailing clipper ships of the Black Ball Line, White Star Line and others were carrying mail as contract carriers for the British Government. This was occasioned by the lapse of the P. & O. Line's contract after the Crimean War. Letter is endorsed: pr. James Baines.

November 25. The Black Ball Line's clipper ship James Baines departed from Melbourne. This ship, built by Donald McKay of East Boston, was named for the Black Ball Line's owner.

March 4, 1856. James Baines arrived at Liverpool where this letter was passed as a PAID Australian Packet Letter.



March 5. London arrival mark.





1855-56

"BLACK BALL" AUSTRALIAN LINE

Clipper Ship Lightning, Sydney to Liverpool

Ocean Line: S.S. Washington, Southampton to New York

PRAHRAN
DE 25
1855
VICTORIA

59
V

MELBOURNE
DE 26
1855
VICTORIA



Dec. 25, 1855. Letter paid to England only by a 6d. Victoria stamp, Issue of 1854. Posted at Prahran, Victoria, the adhesive is cancelled by the "barred oval" of the 2nd type of obliterator of Victoria. The "59" is the number assigned to Prahran, backstamp. Transit was at Melbourne same day, backstamp.

Dec. 28. Clipper Lightning of the Black Ball Line departed from Melbourne.

March 24. Lightning arrived at Liverpool, Australian Packet backstamp.

March 25. London transit backstamp. The U.S. was here debited with 12¢, being the entire British charge of 6d. (12¢) from Melbourne to London.

12

The Times, London, Monday March 24. AUSTRALIA. LIVERPOOL, Saturday. By the Royal Mail Black Ball clipper Lightning, Captain Enright, advices have been received from Melbourne to the 28th of December. She brings 12,000 ounces of gold dust, the amount being limited owing to a dispute with the surveyors.

The Lightning had received some damage at sea and was held up for a short time at Melbourne by the marine surveyors.

March 28. S.S. Washington of the Ocean line had left Bremen March 23, touched at Southampton March 28 for the U.S. mails.

AUSTRALIA
LIVERPOOL
MR 24
50*
PACKET

C
25MR 25
1856

NEW YORK
APR
13
AM PACKET

33

April 12. Washington landed at New York where the Exchange Office added 16¢ Sea (American Packet) + 5¢ U.S. inland or 21¢ to the British debit of 12¢ to total 33¢, the October 1854 rate for Australian mail via British Packet.

1855-56

"BLACK BALL" AUSTRALIAN LINE

Clipper Ship Lightning, Sydney to Liverpool

Donald McKay of East Boston contracted in 1853 to build for James Baines & Co. four clippers to range in size from 2000 to 2500 tons. The Lightning, first of these new ships, was launched on the 3rd. of January 1854. When she crossed from Boston to Liverpool in February she covered 436 miles in 24 hours. Her dimensions: 2083.88 tons, 243' x 42.8' beam x 23' draft.



SYDNEY
B
*DE*22*
1855
N.S.

5

December 22, 1855. The mails at Sydney closed this day, the day of sailing of the clipper ship Lightning for Liverpool. This letter was paid at the 1855 Ship Letter rate of 6d. per ½-oz. by the imperf. "diadem" Issue of 1854. Britain was credited with 5d., leaving New South Wales with one penny for internal postage. The stamp is cancelled by the "dumb" obliterator of Sydney.

AUSTRALIAN
PAID
LIVERPOOL
22
1855
PACKET

PAID
CB
23MR23
1856

March 22. Arrival stamp at the Liverpool Australian Packet Office. 91 days from Sydney.

March 23. London arrival.

1856

WHITE STAR LINE

Melbourne to London via Cape of Good Hope
Clipper Ship Red Jacket

The White Star Line and the Black Ball Line, both Liverpool sailing clipper ship lines sailing to Melbourne, had mail contracts to fill the hiatus when the P. & O. Line failed to renew the mail contract to Australia following the Crimean War in 1855. Towards the end of 1856 another steam mail contract (E. & A. Line) was awarded and the sailing packet contracts lapsed.



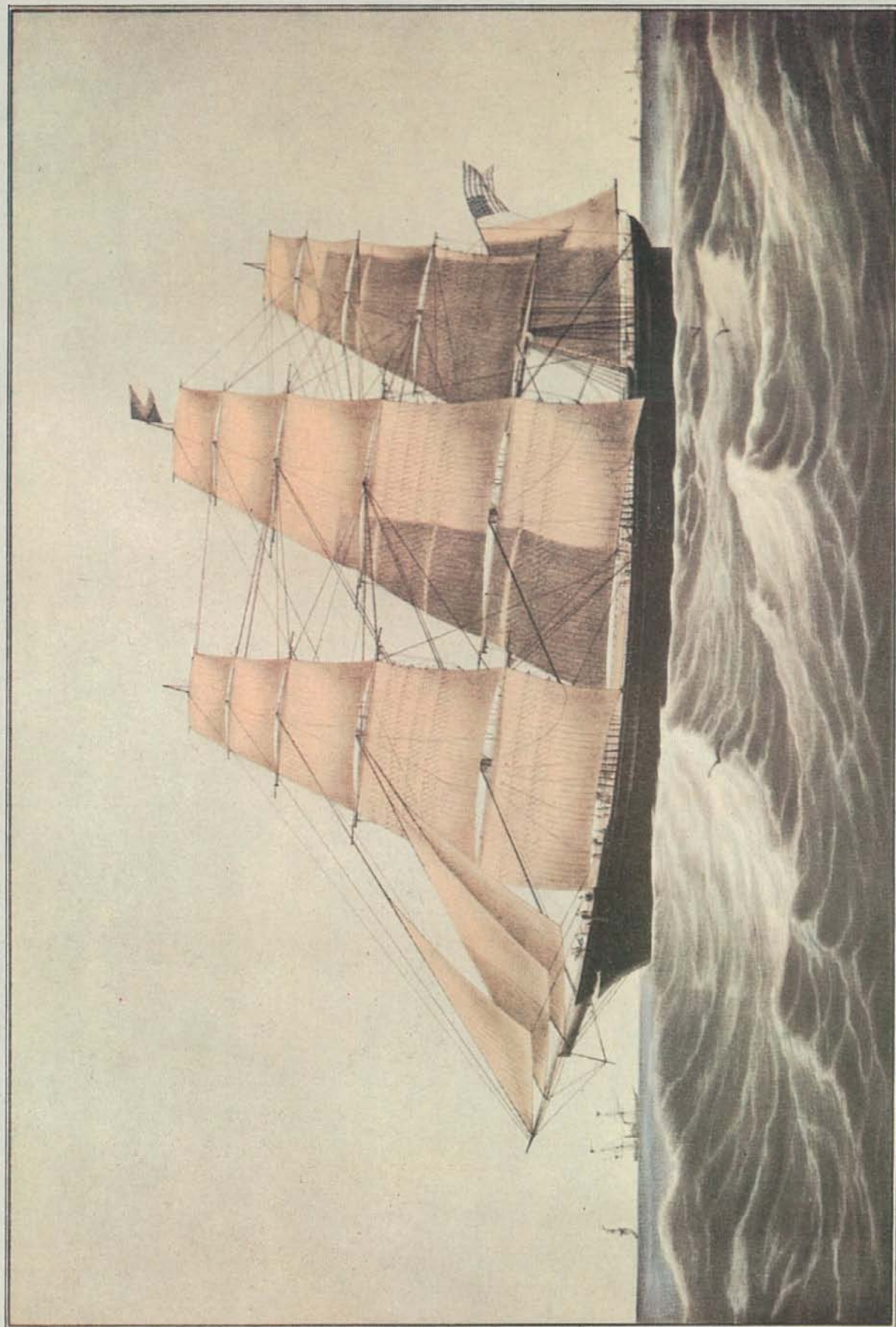
January 5, 1856. A letter to London posted at Hobart Town, Tasmania (Van Diemens Land) and paid at the rate of 1853, 4d. per ½-oz. for inland or ship letters. Stamp is the Issue of 1855, inscribed "VAN DIEMENS LAND". This letter was sent by a local conveyance to Melbourne to meet the track of the White Star Line clipper.

January 5. The clipper ship Red Jacket, Capt. Milward, under post office contract, sailed from Sydney, N.S.W. and touched at Melbourne, Victoria, where this letter went on board January 10.

April 8. Red Jacket arrived at Liverpool, AUSTRALIAN PACKET backstamp, 89 days from Melbourne.

6d. was collected at London on letters from Tasmania from October 1, 1854 to circa August 1856.





1874-75

44 FEET
124 FEET
441 TONS

EVERY SUNDAY OF THE
MONTH OF JULY
THROUGH AND THROUGH
WEST OF THE MOUNTAIN RANGE

The Donald McFay Co. Builders of the Magnificent

CLIPPER SHIP "SOVEREIGN OF THE SEAS."

The great and magnificent clipper ship

DIMENSIONS
LENGTH OF HULL 124 FEET
LENGTH OF DECK 124 FEET
LENGTH OF KEEL (FROM BOW TO STERN) 124 FEET

AND THE FORECASTLE OF V. CORNER 10, BRIDGE STREET

1856

"BLACK BALL" AUSTRALIAN LINE

Clipper Ship Marco Polo, Sydney to Liverpool

COLLINS LINE: U.S.M.S. Baltic, Liverpool to New York



SYDNEY
A
* MR #12
1856
W.
S.



February 1, 1856. Letter docketed at Auckland, New Zealand. It went by sailing vessel under cover to Sydney.

March 12. Letter received into the post at Sydney, backstamp. It was paid as a Packet Letter to the U.S. at 6d. x 2 by the 6d. gray and the 3d. green, Issue of 1854. The total of 1sh.3d., equivalent to 30¢ U.S. should have overpaid (by 2¢) this letter to dockside in the U.S. New South Wales was debited for 1sh.1d. (1/1 in red), leaving her with 2d. for internal postage.

March 12. The Black Ball Line clipper ship Marco Polo sailed from Sydney for Liverpool via the Cape of Good Hope.

June 21. Marco Polo arrived at Liverpool, 94 days from Sydney. Letter noted in red as AUSTRALIAN PACKET - PAID.

June 22. This letter was improperly handled at Liverpool. The U.S. should have been credited with 16¢ transatlantic (American Packet) and the U.S. would collect 5¢ for U.S. Inland. Instead, the letter was processed as an unpaid transatlantic letter under the U.S.-British Treaty of 1848 rate of 24¢ per ½-oz.

June 25. Collins Line Baltic departed L'pool, U.S. was debited for 3¢ British Inland.

July 6. Baltic arrived N.Y. where the 24¢ was due. U.S. retained 16¢ Sea (American Packet) + 5¢ U.S. Inland = 21¢.

AUSTRALIAN
PAID
LIVERPOOL
JUL 21
56
PACKET

L
JU22
A

3
CENTS

24
JUL
6
N.Y. P.K.F.

1856

S.S. Hellespont, Melbourne to Galle, Ceylon
P. & O. Line: S.S. Bombay, Galle to Suez

S.S. Pera, Alexandria to Southampton

GEELONG, VICTORIA TO LONDON VIA GALLE

This letter was conveyed by both private ship and by contract packets, but was ultimately rated as a Ship Letter. An article in the London Times of May 1, 1856, gives the initial routing of this letter, which is endorsed: p. Hellespont, & Overland Mail.

MELBOURNE, Feb. 16.

I am writing this for the Hellespont, which is advertised to take the mail to Pointe de Galle. The principal mail is made up to-day, but as she has not arrived from Sydney I may be able to add a postscript at a later date.

GEELONG
FE 16
1856
VICTORIA

MELBOURNE
FE 16
1856
VICTORIA



Feb. 16, 1856. Letter went by S.S. Hellespont as endorsed and paid at the 1 sh. packet letter rate by Treasury Warrant of June 20, 1855, paid by 2 copies of 6d. Issue of 1854, imperf. Receiving backstamp at Geelong where the stamps were cancelled by the "2" of Geelong. Transit backstamp at Melbourne. April 1. Hellespont's mails were transferred to the P. & O. Line's S.S. Bombay at Galle which went on to Aden April 10-11, landed at Suez April 17. Mails went across Egypt (Overland Mail) to Alexandria, then on to Southampton by P. & O.'s S.S. Pera.

London Times, Monday May 5. SOUTHAMPTON, May 3. By the P. & O. Co.'s screw steamship Pera, Capt. Soy, with the India, China and Mediterranean mail, in charge of Lt. Robbins, R.N., we have dates from Alexandria April 20, Malta 24... The Hon. Mr. Dunn, from Van Diemen's Land and the Hon. Mr. Forlong, from Melbourne, who have arrived in London for the purpose of entering into immediate formation of a steam postal communication with Australia, were landed from the Pera at Malta, and proceeded to England through France. May 5. Subject to double rate of 8d.

F 5
M Y 5
1856

MORE
TO
PAY

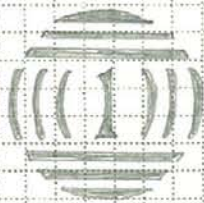
1856

LIVERPOOL AND AUSTRALIAN NAVIGATION COMPANY
Steam Clipper Ship Royal Charter

Royal Charter, 2719 tons and 200 h.p., was built of iron in 1854, and originally ordered by Messrs. Moore of Liverpool. Keel laid by Mr. Cram, shipbuilder of Sandycroft on the River Dee. Messrs. Gibbs, Bright & Co. purchased the hull from the original owners, who failed, and Gibbs, Bright & Co. completed the vessel on their own account. She was one of the finest and largest auxiliary ships of her time. She was advertised as a unique clipper ship able to take advantage of both sail and steam engine power.

Her last voyage, which left Melbourne Aug. 26, 1859, for Liverpool ran into disaster when she struck the hidden rocks of Moelfre Bay off Wales and over 400 persons perished. In addition 68,397 ounces of gold was lost.

MELBOURNE
H
MY 24
1856
VICTORIA



12



May 24, 1856. Letter paid at the Post Office Guide rate of 6d. effective May 1856, direct to the Australian States, imperforate issue of 1854. 1d. credit allowed to Victoria for inland postage. Endorsed: p. "Royal Charter". Receiving backstamp at Melbourne with the adhesive cancelled by the "1" killer, Post Office number of Melbourne.

August 13. Docket notes arrival at London, 81 days from Melbourne.

Gore's Cargoes: Aug. 21, 1856. Royal Charter, 2164, of Liverpool (Gibbs, Bright & Co.), F. Boyce, from Melbourne.

N.B.: Cargo listings usually appear in Gore's about a week after the vessel's arrival.

Royal Charter 1856-59: the voyages, the wreck and the aftermath

by R W Moreton

[Entered for the 1998 Society Cup Competition]

One of the products of the age of mid-nineteenth century technology was the auxiliary steam screw clipper *Royal Charter*. Commissioned by Charles Moore & Co of Liverpool, and built at the Sandycroft Ironworks on the River Dee, the vessel was sold to Messrs Gibbs, Bright & Co whilst under construction. Gibbs, Bright were, in effect, the Eagle Line which was operated through a subsidiary company, the Liverpool & Australian Steam Navigation Company. Launched in August 1855 the *Royal Charter* was among the first of the clipper ships to be built of iron, and her fitting out was of the highest quality.

This year 1998 has seen a great deal of publicity regarding the sinking of the White Star liner *Titanic* in mid Atlantic with horrendous loss of life – a total of 1,490 lives lost out of 2,201 (67.7%) which set sail in April 1912. Some 53 years earlier than the loss of *Titanic* there was another major calamity at sea. The loss of the *Royal Charter* off the coast of Anglesey in October 1859. The clipper, homeward bound from Australia to Liverpool, saw 467 lives lost (91.9%) out of approx. 508 people on board, and was wrecked only 25 yards from the shore.

This article is based on postal history material, but traces a social history theme emanating from a single letter in which the correspondent relates the loss of a family acquaintance in the wreck of the *Royal Charter*, and my attempt to illustrate the story from known facts and copies of archival and other references.

The voyages

Newspapers of the period announced the forthcoming maiden voyage to Melbourne (Figure 1). Departing from Liverpool on January 18th 1856 the *Royal Charter*, Captain Francis Boyce, was forced to return to Plymouth from the Bay of Biscay to have her ballast adjusted. Leaving

Plymouth on February 16th 1856 she made good speed, some daily runs exceeding 350 miles. She arrived at Melbourne on April 16th 1856 after a voyage (albeit from Plymouth) of 59 days – a point her owners, the Liverpool & Australian Navigation Company, were quick to publicise.

STREAM to AUSTRALIA, under 60 days.—EAGLE LINE.—The Liverpool and Australian Navigation Company's steam clipper sailing ship *ROYAL CHARTER*, of 2,719 tons register, 200-horse power, F. BOYCE, (late of the Eagle,) Commander, will be despatched for MELBOURNE direct on the 17th January, forwarding passengers for Sydney, Adelaide, Hobart Town, &c. Fares from 16 to 60 guineas. Built expressly for the Company, this vessel combines all the advantages of a steamer with those of a clipper sailing ship, and offers the only opportunity yet presented to the public of certainty in the time required for the voyage. Passengers are respectfully informed that, as this steamer must be sent to sea punctually to her time, they must be in Liverpool not later than the 15th, their luggage being forwarded on or before the 12th. All letters and newspapers must be endorsed "Per Royal Charter, from Liverpool," otherwise they will not be forwarded. Apply to Gibbs, Bright, and Co., Liverpool; or Seymour, Peacock, and Co., 17, Gracechurch-street, London. Parcels sent to the care of Bright, Brothers, and Co., Melbourne, will be carefully forwarded to all parts of Australia.

Figure 1. Advertisement from Times of January 5th 1856 announcing imminent departure of *Royal Charter* on her maiden voyage to Melbourne.

One of her passengers on the inaugural round voyage was an elderly clergyman, mariner and scientist, Dr William Scoresby (1789-1857). He had been invited by Gibbs, Bright & Co to investigate the effect of iron hulls on marine compasses. His experiments included using a compass affixed to the top of a mast to cancel the effect of the hull on the magnetism, and comparing any bearing with the clipper's own compass.

On the return leg of the maiden voyage *Royal Charter* departed Melbourne on August 25th 1856 with, amongst the passengers, Mr Freeman Cobb who was already a well known name in Australia for his mail coach and transport interests. On this voyage, and with her next five U.K. bound trips, the *Royal Charter* also carried bullion from the goldfields of Victoria.

Some data has been assembled regarding the carriage of



Figure 2. First 'homeward' voyage by Cape Horn. Depart Melbourne 25/5/1856 – Arrive Liverpool 12/8/1856. Handstruck '1' accountancy mark to denote 1/4th of Victoria ship letter rate credited to GB for a Victoria subsidised mail contract.



Figure 3. First 'homeward' voyage from South Australia via Melbourne. As no mail contract existed between NSW, SA and GB, any mail was treated as by private ship and prepaid ship letter rate shared equally. Hence accountancy mark '3' found from either colony.

mail by the Royal Charter. Homeward bound mail has been seen from the first voyage (from Victoria, NSW and South Australia), and second and third voyages; each cover duly endorsed Royal Charter. As the later voyages were in the period 1857-59 when the European & Australian Royal Mail Navigation Company held the mail contract, it is not known whether mail was carried on the fourth, fifth and (final) sixth voyages.

The first and second homeward voyages show use of the mail contract between Victoria and the UK authorities. Covers by both sailings show accountancy markings of '1d' (or multiples thereof) denoting one sixth of the prepaid ship letter rate (6d per ½oz) credited to UK for a vessel subsidised by Victoria (Figure 2). Of interest are covers addressed to the UK originating from NSW and South Australia routed through Melbourne and endorsed 'per Royal Charter'. These show handstruck '3d' marking to denote equal division of the prepaid ship letter rate for mail by a 'Private Ship' ie with no mail contract between these two colonies and the UK (Figure 3).

No accountancy mark is present as the sole cover seen

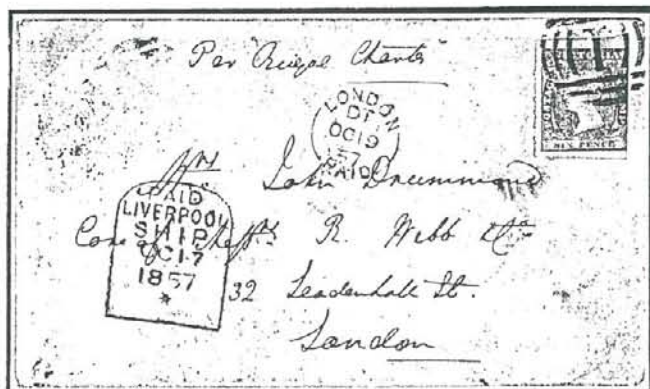


Figure 4. Third 'homeward' voyage. Depart Melbourne 12/8/1857 - Arrive Liverpool 17/10/1857. No accountancy mark as this was after the expiry of the Intergovernmental accountancy mark period 1855-57.

The cargo of gold bullion for this voyage had been stowed, each mahogany box having been checked by the Master and Australian customs officials. Captain Taylor had been given a receipt for the entire cargo of gold totalling £322,440. The true value of the gold aboard will never be known as many of the 396 passengers returning to Liverpool had made considerable fortunes in the gold diggings of Victoria. Of the 173 persons on board who were listed as 'miners', 164 were unmarried with an average age of 29.9yrs. The youngest miner on the Passengers' List was an English youth - 12 year old 'H. Green'. The oldest was 60 year old Irishman 'Mr Murray'. The crew were stated to number 112.

The Melbourne 'Argus' newspaper on August 25th 1859 reported the departure of *Royal Charter* on that date, and also lists the 'Exports' due to go on the steamer. These include 23 boxes of sovereigns and 87 packets of gold. The paper also carried a Melbourne Post Office Notice to the effect that 'Mail to go by the *Royal Charter* will close at 5.30pm'. It therefore seems likely that mail was indeed

by the third homeward voyage. From the demise of the clipper ship era in February 1857 - the clippers being requisitioned for the fleet assembled for transport for the Indian Mutiny - increasingly less use is seen of endorsements for mail to be carried by specific private vessels. Mail for carriage by the E&ARMCo, and later P&O, were usually endorsed.

The wreck

The Royal Charter had established a fine reputation for the reliability of her voyages, and the luxury of her accommodation. First and second class passengers paid between 75-100 guineas and 25-30 guineas respectively. Third class fare was between 16-20 guineas. Children under 12 were half fare, babies travelled free but dogs were charged £5. For the sixth homeward voyage the official 'Passengers' List' bearing each name, age and occupation of those who were to take passage was agreed, and signed by the new Master, Captain Thomas Taylor, on August 24th 1859.

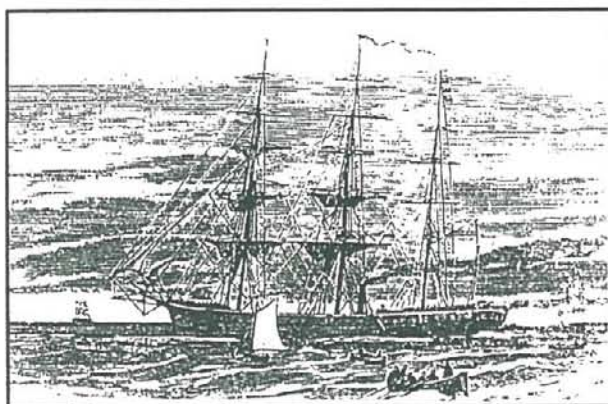


Figure 5. Copy of a contemporary print showing departure of the *Royal Charter* from Melbourne on its sixth and final voyage in 1859.

carried by this sailing - a fact thought to be a possibility but not proven.

Departing Melbourne on August 25th 1859 *Royal Charter* started her sixth and what turned out to be her final voyage. By October 24th 1859, and after an uneventful voyage round Cape Horn, the *Royal Charter* was off the southern coast of Ireland having taken just 60 days. Off Queenstown at 1.30pm. *Royal Charter* hove-to for three hours to allow 11 passengers to disembark on the pilot boat 'Petrel'. Some passengers wrote letters for posting at Queenstown, to advise relatives and friends of their safe passage and arrival in home waters. Several such letters have been recorded - although their present whereabouts is not known. One was written by young Fred Foster (the only midshipman on the *Royal Charter*). Another, by Joseph Robinson to his sister, and one from Mrs Edwin Fowler to a friend in Ireland. No record has been found of the existence of bulk Australian mail which could have come ashore at Queenstown on the 'Petrel'.

Off Bardsey Island the steam tug *United Kingdom* came alongside and passed aboard some newspapers. Eleven men also transferred from the tug; they had been employed as riggers taking a vessel from Liverpool to Cardiff and were anxious for a speedy return home. The Captain agreed to their passage.

The steam Clipper slowed opposite Holyhead Harbour to enable the passengers a sight of the new steamship *Great Eastern* – the 19,000 ton vessel built by Brunel. The wind had strengthened to near gale force, but rather than put in to Holyhead the Captain pushed ahead for the port of Liverpool. *Royal Charter* was an ocean going steamer of fame and repute – she had nothing to fear from any gale. Capt. Taylor intended picking up the pilot boat which patrolled off Point Lynas (north Anglesey), and by late afternoon *Royal Charter* was three miles off Anglesey and turning towards Liverpool Bay.

There was little warning of the tempest that was fast approaching. The northward bound hurricane had already devastated the south-west of Britain. A total of 113 ships were to be lost and another 90 driven ashore, hundreds of people died (later estimated at 800) and the landscape battered. Winds of 100 mph whipped the seas into mountains, and from 11pm with the wind direction turning from SE to ENE to NE, the *Royal Charter* with only a 200HP engine to maintain steerage was doomed. The blue signal lights and rockets sent up were seen, and the life boat station at the village of Moelfre was alerted. The mountainous seas and adverse (on-shore) wind and tide prevented any launching of the life boat powered only by oars.

Royal Charter finally went ashore at 3.30am on Wednesday October 26th 1859. Dawn began to break at about 6am, and those on deck realised that the vessel was only 25 yards off shore. Alas, the breakers sweeping 100 feet in to the air as they crashed onto the limestone ridge on which the vessel was held, there seemed to be no escape.

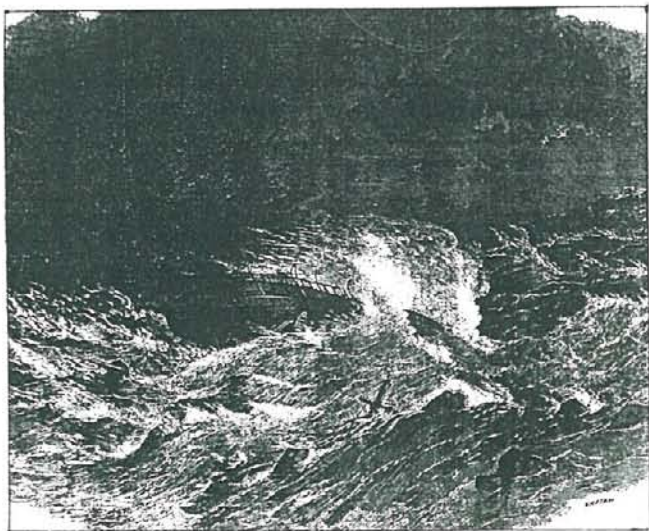


Figure 6. The wreck of the *Royal Charter* on the coast of Anglesey, near Moelfre, 5 miles from Point Lynas Lighthouse. Taken from the Supplement to 'The Illustrated London News' of November 5th 1859.

At the height of the storm at about 5.30am, Anglesey villager Thomas Hughes was helping his neighbour Mesach Williams repair the roof of his cottage. Through the driving rain Hughes saw the *Royal Charter* beached and stranded. He summoned help from other Moelfre villagers and the '28 men of Moelfre' were instrumental in saving the lives of 41 people.

A twenty-nine year old Maltese seaman named Joseph Rodgers (also known as Joie Rodriguez) volunteered to try and swim to the shore with a line. This he eventually did – earning himself a place in history as the 'Hero of the Royal Charter Gale'. A Bosun's Chair was soon rigged between ship and shore to allow rescues to take place. A huge wave swept away the officer controlling the anxious passengers trying to get to the Chair, and some of the riggers who had come aboard at Bardsey Island used it to effect their own safety. One of those to escape death and reach shore by this method was the ship's carpenter (William Foster) who had been ordered to do so by the Captain, thus to assist the villagers with the shore end of the line supporting the Bosun's Chair.

The *Royal Charter*, battered by the unrelenting seas, soon broke in two. Many passengers and crew were tossed in to the boiling surf to be pounded on the rocky shore. Many were drowned due to the weight of gold carried about their person in money-belts and wallets. The ship's papers were lost in the wreck so it was never exactly established how many passengers and crew were aboard. Some 396 passengers had gone aboard at Melbourne of whom 11 had left at Queenstown. The crew were said to number 112, plus the 11 riggers who had boarded at Bardsey. The forty-one survivors out of approx. 508 on board were all male, and included 18 passengers, 18 crew and 5 of the riggers. None of the ship's officers survived.

When the severity of the wreck became known, the Beaumaris Custom House agent, Mr W H Smith, arrived to take charge and issued receipts for the valuables recovered by the local inhabitants. A party of 30 Royal Marines under Lt Robilliard RN were sent from HMS *Hastings* at Birkenhead to safeguard the property recovered, and locals who assisted the authorities were issued with coloured arm bands to denote their official status. The strong room of the *Royal Charter* had been smashed open due to the pounding the vessel had received, and gold coins and ingots were flung on the shore. Many a fortune was acquired that early stormy morning by the villagers of Moelfre, causing awful suspicion that the villagers had pilfered gold from the bodies of those who had drowned. Anglesey Quarter Sessions later saw four persons convicted for theft of property, although none were residents of Moelfre. One was 14 year old William Parry who was sentenced to two weeks imprisonment.

One of the surviving members of the crew was the ship's carpenter William Foster. He wrote a letter to his wife reassuring her as to his survival. His letter was one of several published in the newspapers (both local and with national readership) of the time. It is not recorded what the future had in store for William Foster – perhaps with no other trade to turn to he would have returned to the sea and

earned his living on the Australia run. It is also probable that Foster came from the area around Liverpool – most of the crew did. The writer has acquired a cover of 1871, from NSW and addressed to 'Mrs Wm Foster' at an address in Manchester. It is not proved whether this letter was sent to the wife of Wm Foster of the *Royal Charter*.

Many of those rescued were given shelter in the spartan homes of the local villagers. At a recent book fair a dealer told the writer that in the early 1980s he had sold a letter written by a survivor of the wreck to the villager who had given him refuge in his humble cottage.

The bodies recovered from the wreck or found washed up on the shore were taken to the nearby Church at Llanallgo to await identification and burial. The Rector, Stephen Roose Hughes, paid the villagers 10/- (50 pence) for every body recovered. The Rector's brother, Rev Hugh Robert Hughes, who had the Parish adjoining Llanallgo at Penrhoslligwy assisted in the burial services. At the final count 220 bodies were buried on Anglesey; 140 were interred at Llanallgo and Llaneugrad with a further 80 buried in 15 other parishes around the coastline of Anglesey.

By Saturday October 29th, a tug (known locally as a 'lump') with divers aboard was moored over the wreck site, and salvage operations commenced. There was much adverse criticism that the divers were employed more to find the gold than to recover the bodies, but their activities were constrained by the inclement weather conditions.

When the news of the wreck became more widespread, many people wrote to the local vicar – the Rev Hughes at Llanallgo – seeking assistance in tracking relatives and friends, and also making enquiries about property that may have been recovered. In all the Rector, his wife, her widowed mother and her two sisters helping, wrote 1,075 letters in response to enquiries.

Charles Dickens visited the wreck site at Moelfre in late December 1859, and described his experience in a booklet *The Uncommercial Traveller* published in 1860 – the year he wrote *A Tale of Two Cities*. It has recently been ascertained that a family coming home on the *Royal Charter* had a direct link with Dickens. Peter and Georgina Hogarth and family had cousins called Kate and Georgina who were respectively the wife and mistress of the author. The Hogarths had emigrated to the Victoria goldfields in 1852 but, failing to make their fortunes, they had decided to return to England. The entire family perished in the wreck. It is probable that Dickens was aware of the return of the family through his relations. Dickens was impressed with the humanity shown to the bodies of those recovered, and the pains taken to record the identifying features and dress of the deceased before consigning the coffins to a single numbered grave. Unidentified bodies were interred in groups of four coffins to a grave.

The Coroner's Inquest commenced in the school near Llanallgo Church on Wednesday November 2nd 1859,

with an interpreter for the benefit of the mainly non English-speaking jury. Amid statements and cross-examination the eventual verdict was that the disaster had been due to 'pure accident' and that the allegation that Capt Taylor had been drunk was totally refuted. A formal Board of Trade enquiry commenced at Liverpool on November 15th 1859.

One of the luckiest passenger survivors was James Dean, a miner originally from Wigan. He had spent three years on the Victoria goldfields, and had his fortune in the form of a bank draft which he kept in the waterproof belt about his waist. Most of his fellow miners, with their riches in the form of sovereigns, bullion bars and nuggets held in body belts, went to a watery grave. Dean made an annual pilgrimage to Moelfre for the next 36 years of his life as thanksgiving for his survival. His descendants kept up his tradition for more than a hundred years.

By January 1860, the various reports indicated that all but £30,000 of the original £322,440 had been recovered. The sum handed to the official Receiver of Wreck as emanating from passenger's personal property was £1,200. Much of this figure was forfeit to the Crown being from sources not identified. Such was the apparent shortage of valuables found on the shore that the Chairman of Quarter Sessions, Mr John P Williams of Treffos, had to take extra measures to protect the share expected due to the County of Anglesey to offset the sudden and unplanned expenditure in the cost of burying the dead. A clerk was secretly despatched to tour the surrounding parishes to elicit information about evidence of sudden wealth among the villagers.

The aftermath

The writer has a letter which has a close association with the wreck, and the resulting loss of life. It was written by one Harriet Arbee from the village of Cottenham, near Cambridge, on November 28th 1859, to her brother living at Union Ville, Ohio, America. It includes one relevant paragraph:

'No doubt you remember Ann Norman of the Red Lion and her husband going to Australia, her husband was drowned there, and she was coming home with her two children in the ship called the Royal Charter which was bound for Liverpool when she wrecked on the Irish coast with 500 on board, and only 30 yards from shore, but only a few escaped a watery grave. Amongst the lost we are sorry to say is Mrs Norman and her two children, but her body has been found and her brother John is gone after it. Therefore many people in Cottenham are enveloped in mourning.'

The 'Passengers' List' of *Royal Charter* (August 24th 1859) contains the following entry:

'Mrs Norman, age 36, Fred age 4, and 1 infant'

The Arbee letter states that Mrs Norman was returning home after the death of her husband in Australia. Perhaps it would be reasonable to suppose that the widow would

be dressed in mourning clothes for the benefit of her relations waiting to greet her arrival.

The *North Wales Chronicle* for November 17th 1859 carried a letter from the Receiver of Wreck denoting certain bodies recovered the previous day. Amongst them was:

'... a female in half mourning dress, no mark on linen, wearing a wedding ring, and it is stated that in this unfortunate case two lives have been sacrificed ...'

Perhaps this was the body of the Mrs Ann Norman. The bodies of the children were not found.

The *Cambridge Independent Press* for November 19th 1859 announced that 'Mr Norman, son of Mr Norman, Farmer, had been accidentally drowned near North Grafton in New South Wales'. It further stated 'The disconsolate widow intended to return with her two children to her native country as soon as she could settle her affairs'. The report comments on the coincidence that the Passengers' List of the *Royal Charter* included the name of 'Mrs Norman and two children' and leads the editor to assume that the two were the same. It also noted 'she was known to have a particular and delicate reason for wishing to reach home as soon as possible'.

In the book *The Wreck of the Royal Charter steam Clipper* by A & J K (1860) the authors describe a visit to the site, and note their observations. They saw how the Rev Hughes at Llanallgo recorded the dress and characteristics of each body recovered, and such entry was made in a Register.

One such entry in the Register was:

No.64. Female, enciente (pregnant), age 32, had on black silk Jacket and black stockings'.

Of passing interest is some history of the Norman Family and the 'Red Lion' at Cottenham. 'The Tiger' first became a public house in 1724 when the property was sold to John Sparke, a Cambridge brewer. Various licensees had the Inn until it was bought by Gotobeds, brewers of Trumpington Street, Cambridge, in 1805. The name changed to 'Red Lion' in 1820. In June 1850 the inn was sold to Mrs Alice Norman of Cottenham, who ran it with her son Richard until he died in 1868. The site of the original inn was between 90-100 High Street, and was recently demolished to make way for the building of residential flats known as Sames Court.

Local records show that William Norman, son of William Norman, Farmer, married Ann Norman, daughter of Richard Norman, Farmer, on November 19th 1853 at All Saints Church in Cottenham. The Rev S. Banks officiated. (Richard N. was the same person who assisted his Mother, Alice, run the Red Lion).

From research in Australia it is established that the newly married Mr & Mrs William Norman were in Melbourne by March 1854. On March 10th 1854 they took passage from Melbourne on the coastal steamer *London*, 680 tons, Capt W. Watts, to arrive in Sydney on March 13th 1854. (The records show that 244 immigrants

were carried on this voyage). The Norman's were denoted as 'Unassisted Arrivals' indicating they had paid their own passage to Australia.

Nothing much is heard of the Norman Family in New South Wales, nor how or why they migrated further north to the settlement of Grafton, between Sydney and Brisbane, and near the present border with what is now Queensland. The next information about the family; taken from the NSW Pioneers Index 1788-1888, records the birth of a daughter - 'Mary A.' - to the Normans in 1858. The birth was registered at Grafton. There is no record of the birth of a son Frederick who would have been born in 1855.

The death of William Norman at North Grafton, NSW, 'by accidental drowning' would have resulted in an Inquest. Although the 'Index for NSW Inquests for 1859' exists, and the surname 'Norman' appears in the Index (No. 340), the individual report on the inquest of William Norman has not survived in the NSW Archives. He is reported to have died on May 3rd 1859. It has not been possible to ascertain details of the incident which resulted in the death of William Norman, nor to establish what form of business he was engaged in during his time in the Colony.

The Dissenter's Cemetery at Cottenham (for those deceased not having been baptised) has a grave stone (Grave 382, row 6) inscribed:

*In Memory of William Norman
Born Sept 1st 1800 Died July 24th 1869
also his wife Mary Norman who died in her 33rd year
also of
William Norman their son
who drowned in Australia age 30
and his wife and 2 children who were drowned in
the Royal Charter'
October 26th 1859.*

The deaths in Cottenham reported in the Arbee letter as being 'due to fever' were the result of several epidemics of typhoid to cause havoc in the village. The period 1857-85 was particularly bad, and this led to the provision of a proper piped supply of clean water, such a luxury only previously available through a 'water cart delivery' which came round four times a week. Buckets were left outside front doors to await the delivery, and contemporary prints of the village often show these buckets.

The Public Record Office, Kew, London, has copies of correspondence referring to the recovery of bodies of the drowned and their property. On February 6th 1860 the Secretary of the Board of Trade replied to a Mr Emerson Norman (brother of Ann Norman) of Oxford Street, Norwich. He was enquiring as to the recovery of the wedding ring of his sister, and was asked by the Board of Trade to complete a claim form to ensure its secure return.

Letters regarding Mrs Norman were also received from a Mrs Norman of Norwich, the Rev S. Banks of Cottenham and a Mr Thorp of St. Ives, Huntingdon, all

seeking some family papers that Mrs Ann Norman was thought to have had in her possession at the time of the wreck. No such documents were recovered. (Unfortunately the original letters to which these replies referred have not survived at the PRO). One can only surmise exactly what was the importance of the 'papers', but it may have involved property in Australia.

According to Lloyds of London, 91% of the value of the insured bullion cargo was recovered by the end of January 1860. A further two years was spent salvaging the brass and iron from the wreck, and as late as 1873 some 500 sovereigns were found embedded in the hulk. Even later, in October 1906, attempts were made to salvage any remaining bullion by dredging the sea bed but it is reported that this endeavour resulted in one sovereign and three silver spoons.

Meteorological forecasting was very much in its infancy in the 1850s. In 1853 Admiral Sir Robert Fitzroy had been asked to form a Meteorological Department to consolidate weather reports from light-houses and coastguard stations. After the result of 'The Royal Charter Gale', Sir Robert produced a retrospective forecast for the period of the storm. The PRO has the original 4ft x 4ft maps showing wind direction and strength. The collating of this data formed the basis of weather forecasting prior to the use of satellites.

As an aside to the main issue, the *Northern Daily Times* of November 17th 1859 carried an advertisement extolling the virtues of the 'Storm at Liverpool', a pamphlet by Messrs Espey & Danson. This illustrated the weather situation prevailing on January 6th 1839 when an unforeseen storm hit Liverpool Bay. The advertisement states that a copy of the pamphlet was handed in to the offices of James Baines & Company on May 21st 1859 for attention of Capt Taylor prior to the departure of *Royal Charter* on her sixth outward voyage. It is not known whether Capt Taylor saw the document, nor his comments as to its relevance.

The cost of under-writing the burials of those unfortunates who drowned in the wreck was borne, initially, by the Anglesey County Authority. It was a legal obligation of every parish to bury the drowned east on its shore. {48 Geo. iii.,c 175} The high cost involved resulted in Anglesey claiming reimbursement from the Board of Trade, which in turn had to seek monies from the Treasury. A summary of the financial aspects showed: Cost of burials due to Anglesey County £435-10-0; Monies recovered from bodies and on shore £1210-4-5; Sum paid for salvage services, plus sums claimed by relatives of the dead with due right £1025-7-11; leaving a balance remaining of £184-16-6. (The correspondence concerning this matter was still ongoing in July 1861 – some two years after the disaster, but eventually Anglesey were credited with the balance).

A Memorial Stone was erected on the cliff overlooking the site of the wreck. It was raised by public subscription, and unveiled by Lord Boston on September 19th 1935. One of those present was Capt Henry Hughes, son of Thomas Hughes who had been one of the first men to reach the wreck, and was 'one of the 28 men of Moelfre'. Capt Hughes brought along to the ceremony certain relics including the ships bell from *Royal Charter*, on which he 'brought up the watch' by ringing eight bells.

As late as 1970 interesting discoveries were still being made. A brass button inscribed 'Liverpool & Australian Navigation Company' was found in a rock crevice, and a few years earlier a trawler had brought up a plate bearing the same device.

As a finale to this study – part Postal History : part Social History – is the story of the 'Scoresby Chair'. As mentioned earlier, Dr William Scoresby MA, DD, FRS, had been invited on the maiden return voyage to study the effect of iron hulls on marine compasses. After *Royal Charter* was wrecked, Gibbs, Bright & Co had a chair made from timber salvaged from the wreck designated to the memory of Dr Scoresby who had died in 1857. The Chair was presented to his widow in 1861, and placed in St Mary's Church, Whitby, in 1922 where it rests to this day.

With grateful thanks to:

Mr R.R. Williams (Anglesey)	Mrs Olwyn Peacock
(Cottenham)	
and also	
Eric Needs	Malcolm Mynott
Reg Gleave	Guy Linfield

Acknowledgements to:

Anglesey County Record Office, Llangefni, Anglesey
Anglesey Tourist Board, Beaumaris, Anglesey
Seawatch Centre, Moelfre, Anglesey
British Library Newspaper Library, London
Public Record Office, Kew, London
Merseyside Maritime Museum, Liverpool
State Library of Victoria, Melbourne, Australia
State Library of NSW, Sydney, Australia

Bibliography:

'The Golden Wreck' by Alexander McKee.
'The Uncommercial Traveller' by Charles Dickens.
'The wreck of the Royal Charter steam Clipper' by A. & J.K.
'A Ramble to the Wreck of the Royal Charter' by W.F. Peacock.
'Serving a Sea-Girt Land' by R.A. Bradfield.
'Wreck & Rescue on the Coast of Wales' by H. Parry.
'Shipwrecks of North Wales' by Ivor Wynne Jones.

1856

Australia to Liverpool by Clipper Ship
"BLACK BALL" LINE

Clipper Ship Champion of the Seas

This ship was built by Donald McKay of Boston and used in the Black Ball's Australian Line, Liverpool to Melbourne. On this 1856 out voyage she arrived at Melbourne in 69 days from Liverpool. Her return passage with this cover took 88 days.

The British Post Office used packet sailing ships for the mails to Australia during the period following the Crimean War when the P. & O. Steam Navigation Co. ceased their Australian runs.

CAMPERDOWN
JY 6
1856
VICTORIA



MELBOURNE
JY 8
1856
VICTORIA

12



July 8, 1856. Letter paid at the Post Office Guide rate of 6d., effective May 1856, direct to the Australian States, imperforate Issue of 1854. 1d. credit was allowed to Victoria for Inland postage. Adhesive is cancelled by the barred oval "26", the Post Office number of Camperdown, place of posting. Letter noted as a "ship letter".

July 16. The clipper ship Champion of the Seas departed from Melbourne for Liverpool. The letter was received at Melbourne July 8 and held there for 8 days, backstamp.

PAID
FM
14 OCT 14
1856

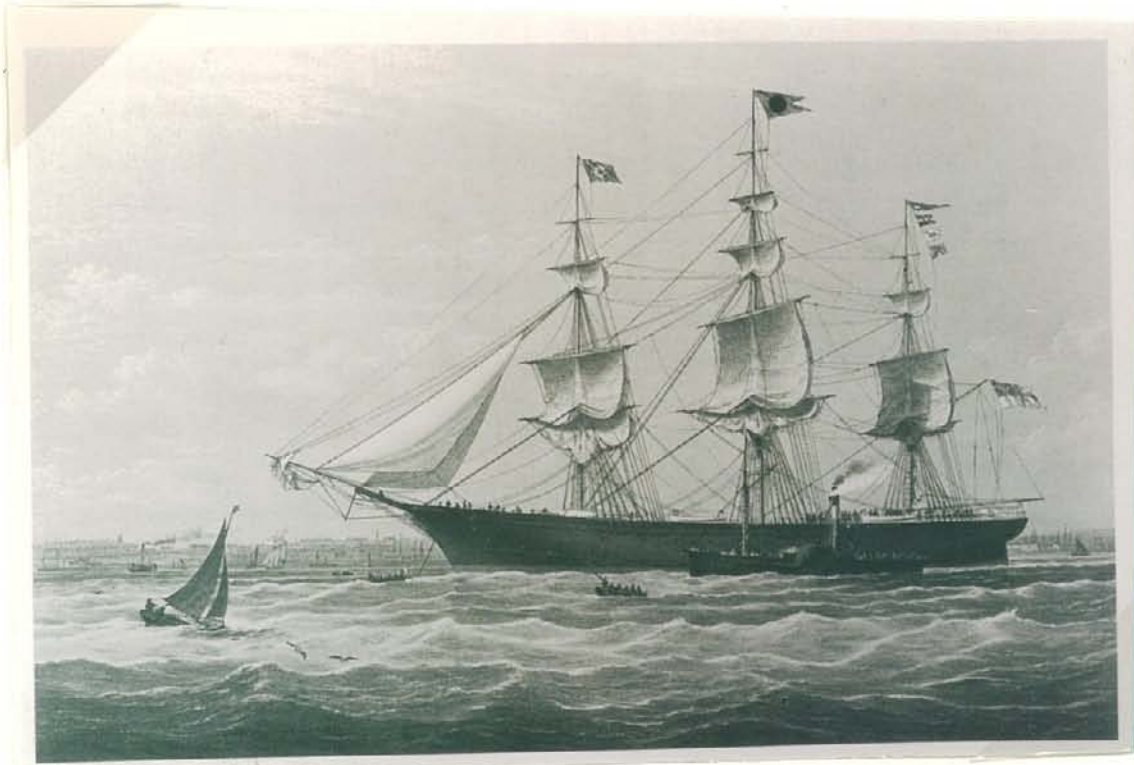
London Times, Oct. 14, 1856: Liverpool Oct. 13. The Black Ball packet ship Champion of the Seas has arrived from Melbourne with advices to the 16th of July.

Oct. 14. PAID receipt date stamp at London.

1854

"BLACK BALL" LINE

Clipper Ship James Baines



Clipper Ship James Baines. Built in the East Boston yard of Donald McKay, at 2515 tons, she was the largest sailing ship afloat at the time. She made only four trips to Australia for her namesake, owner of the Liverpool Black Ball Line, before being completely burned out in Huskisson Dock on 22nd April 1858.

The above view is from the port side in the Mersey, lying to her anchor with sails aback, embarking passengers from a steam lighter.

From a lithograph by
T. Picken after the
original painting by
Samuel Walters.

A. White photo.

1856

Australia to Liverpool by Clipper Ship
"BLACK BALL" LINE

Clipper Ship James Baines

During and after the Crimean War the British postal authorities used sailing vessels to carry the mails from England direct to Australia. This was caused by the secession of the P. & O. Line's steamer routes to Australia.

The James Baines was a clipper ship of 2515 tons register, 5000 tons burthen, built expressly for the "Black Ball" Line by Donald McKay of Boston. On her maiden voyage she made the passage from Liverpool to Melbourne in 63 days.

KILMORE
AU*4
1856
VICTORIA



MELBOURNE
AU 5
1856
VICTORIA



1a

August 4-5, 1856. Letter paid at Kilmore, Victoria (backstamp) at the Post Office Guide rate of 6d., effective May 1856, direct to the Australian States, by the imperforate Issue of 1854. 1d. credit was allowed to Victoria for Inland postage. Letter endorsed: per James Baines. Adhesive cancelled by the barred "54", the Post Office number of Kilmore.

GORE'S GENERAL ADVERTISER, Liverpool:
Arrived Liverpool, Friday Nov. 21, 1856,
James Baines, M'Donnell, master, Melbourne
(J. Baines & Co.).

Nov. 21. Stamped incoming at Liverpool as a paid Australian Packet Letter.

Nov. 22. Arrival backstamp at Sunderland.



GORE'S GENERAL ADVERTISER, Liverpool, Dec. 25, 1856

Australia &C.

NOTICE

The ships of this Line have made the following passages quicker than have ever been accomplished by any ship or steamer in the world:-

Liverpool to Melbourne, Melbourne to Liverpool

Liverpool to Melbourne and back to Liverpool
(not including detention abroad)

Liverpool to Melbourne and back to Liverpool
(including detention abroad)

PASSAGE MONEY £ 14 AND UPWARDS

"BLACK BALL" LINE

of

BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS

To the consignment of MACKAY, BAINES and Co.

Sailing from Liverpool on the 5th of each month

For MELBOURNE

Conveying goods to GEELONG, forwarding passengers to all parts in AUSTRALIA, TASMANIA and NEW ZEALAND

At Ship's expense.

Ship	Tonnage	Capt.	Date
JAMES BAINES	2515	M'DONNELL	5th Jan.
WAVERLEY	730	ROSS	12th Jan.
LIGHTNING	2090	ENRIGHT	5th Feb.
OCEAN CHIEF	1095	TOBIN	5th March
MARCO POLO	1265	CLARKE	5th April

The above Line is composed of

The LARGEST, THE FINEST AND THE FASTEST MERCHANT SHIPS IN THE WORLD

PACKET OF THE FIFTH JANUARY

Receiving goods to the 30th instant, if not previously full,

The magnificent clipper ship

JAMES BAINES

CHARLES M'DONNELL, Commander;

2515 tons register, 5000 tons burthen. This vessels maiden voyage from Liverpool to Melbourne of sixty-three days, was the quickest ever made by any sailing ship or steamer in the world. She was built expressly for this Line by the celebrated Donald M'Kay of Boston, builder of the Lightning, Champion of the Seas, Great Tasmania, &c. Her accommodations surpass in comfort and splendour any other ship in the trade. — For terms apply to the owners, JAMES BAINES & Co., 6, Cook-street.

All risks of river craft and lighterage to be borne by the shippers.

1857

LIVERPOOL AND AUSTRALIAN NAVIGATION COMPANY
Steam Clipper Ship Royal Charter

During the Crimean War the P. & O. Line discontinued their voyages to Australia and degraded the China line to a monthly. The British government utilized sailing ships during this period that sailed directly from the U.K. to Melbourne.

The Liverpool and Australian Line used the "celebrated" steam clipper ship Royal Charter, which made the round voyage, of which this cover was carried on her return voyage, Liverpool to Melbourne and return in 5 months 8 days, including her stay at Melbourne of 26 days. She is recorded as having made 3 successive voyages to Melbourne in 59, 64 and 62 days.

MELBOURNE
A
AUG 12
1857
VICTORIA



d
I



August 12, 1857. Letter paid at the Post Office Guide rate of 6d., effective May 1856, direct to the Australian States, imperforate Issue of 1854. This Guide suspended rates via Marseilles. 1d. credit was allowed to Victoria for inland postage.

PAID
LIVERPOOL
SHIP
OCT 17
1857
*

October 17. Gore's General Advertiser:
Arrived Liverpool, Saturday Oct. 17, Royal Charter (s), T. Taylor from Melbourne.

The Post Office at Liverpool accepted the cover as a paid Ship Letter.

October 18. Letter was forwarded to Chester. Transit backstamp at Birkenhead, a town on the estuary of the Mersey directly opposite Liverpool.

BIRKENHEAD
AUG 18
57

GORE'S GENERAL ADVERTISER, Liverpool, Nov. 26, 1857.

The LIVERPOOL and AUSTRALIAN NAVIGATION COMPANY'S
celebrated steam clippers in conjunction with the EAGLE LINE OF
PACKETS

Are dispatched monthly
To the consignment of BRIGHT BROTHERS and Co.
Melbourne

The celebrated steam clipper ROYAL CHARTER will sail on the 7th
January 1858.

This noble vessel is celebrated for having made three successive
passages to Melbourne in fifty-nine, sixty-four and sixty-two days,
and for having performed her last voyage out and home in the un-
precedentedly short time of five months 8 days including her stay
there of 26 days.

Bills of Lading may be had of MESSRS. TURNER and DUNNETT, 4,
James-street.

INSERT
- 1856 TO OREGON
w/ PIVIN 6p
- 1857 VICTORIA
TO DUBLIN
w/ STRIP OF 3
- 1857 VICTORIA TO FRANCE

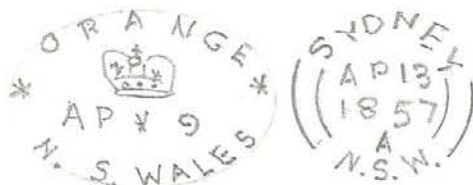
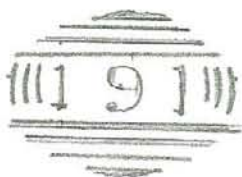
1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. Simla, Sydney to Suez via Galle

Chartered sailing ship Scamander, Alexandria to Liverpool

6th Homebound Voyage



REGISTERED
SYDNEY GREEN



April 9, 1857. A registered letter posted at Orange, New South Wales. The 6d. packet letter rate to the U.K. was paid by the 1d., 3d. and 2d. imperforate Issue of 1856. The 6d. registry fee was paid by the special registration stamp, Issue of 1856.

April 13. Letter in transit at Sydney. It just missed the sailing of E. & A.'s S.S. Columbian, which had departed from Sydney on April 11 on the 4th homebound voyage of the Line. The 5th northbound E. & A. voyage was that of the Oneida which departed from Sydney May 5 directly for Southampton via Cape Horn under sail, her engines being in need of repairs. Oneida arrived at Southampton on August 27, 1857. While she carried some mails specifically endorsed to her, registered mail was not entrusted to her. This letter was held for the next regular overland, i.e. across Egypt, sailing of the Line.

The May sailing of the E. & A. steamship was:

<u>S.S. Simla</u> :	Sydney	May 25	Galle	June 22-23
	Melbourne	28-30	Aden	July 4-6
	King George's Sd.	Jun. 5-6	Suez	12.

At Alexandria there was no E. & A. vessel on station to carry the mails forward and no P. & O. steamer was available. The British Consul at Alexandria, in order to expedite the mails, chartered the sailing ship Scamander to carry the English mails to Liverpool via Malta. The "Via Marseilles" letters were to be transferred to the E. & A. S.S. Cambria to deliver to Marseilles. The "Via Southampton" mails went on to Liverpool per Scamander.

August 1. Scamander arrived at Liverpool via Malta (ca. July 22). Letter from this non-contract (but chartered) sailing was accepted as being from an Australian Packet per the Liverpool receiving backstamp.

August 3. Birmingham arrival backstamp. 6d. packet letter charge due from the recipient.



6

1857

THE EUROPEAN & AUSTRALIAN ROYAL MAIL COMPANY

S.S. Simla, Sydney to Suez via Galle.

Chartered sailing ship Scmander, Alexandria to Liverpool

6th Homeward Voyage



1857

LIVERPOOL AND AUSTRALIAN NAVIGATION COMPANY
Steam Clipper Ship Royal Charter



MELBOURNE
C
JA 12
1857
VICTORIA

1d

January 12, 1857. Letter paid at Melbourne, Victoria at the Post Office Guide Packet Letter rate of 6d., effective May 1856, direct to Liverpool from the Australian States via the Cape of Good Hope. Payment is by a strip of 3 of the 3d. imperforate Issue of June 1854 (S.G. 36) lithographed by Campbell & Ferguson. This copy is from a worn stone. This issue has been dubbed "Queen on Throne", actually the "Throne" is the "Coronation Chair". Letter is endorsed: per Royal Charter.

January 10. The homeward bound mails to be conveyed by the Royal Charter closed at Sydney on January 10. This letter, postmarked at Melbourne (backstamp), was picked up by the Royal Charter at her call there. One penny was credited to Great Britain as the Royal Charter was under contract to Victoria at this time.

AUSTRALIAN
PAID
LIVERPOOL
JA 12
1857
PACKET

April 12. The 2719 ton iron steam clipper ship Royal Charter arrived at Liverpool. This letter was passed as PAID by the Australian Packet Office. She was 92 days out of Sydney via the Cape of Good Hope.

April 14. Dublin arrival backstamp.

3
A P 14
1857
B

1857

VICTORIA TO FRANCE PER PRIVATE SHIP VIA LONDON

Ship King Phillip



MELBOURNE
D
JY 25
1857
VICTORIA



PAID

LONDON
DR
OCT 16
57
AID

July 25, 1857. A letter fully paid to France under the May 1856 rates. The rate from Victoria to Britain was 6d. per ½-oz., whether by packet or private ship (here by private ship as no packet service was in effect at this time) plus 4d. per ½-oz. Britain to France. The 10d. total rate was made up by 2 copies of the 3d. imperf. Issue of 1850 (C & F stone B half-lengths) plus the 4d. Emblem Issue of 1857. Letter is endorsed: p King Phillip, via London.

October 16. The King Phillip arrived at London, 84 days from Melbourne, London arrival PAID handstamp. France was credited with 4d., equivalent to 40 centimes.

ANGL
16
OCT
57
ANG. CALAIS I

PARIS
17
OCT
57
(60)

October 16. French entry mark at Calais, Ambulant (Railway), entering from ANGL. (Angleterre = England.)

PARIS A BORDEAUX
17
OCT
57
C

BORDEAUX A CELEZ
17
OCT
57
I

October 17. Paris transit and railroad transit backstamps (day trains (octagon centers) trace the route of this letter.