I HAVE lately become the possessor of a small periodical which I think is worthy of being mentioned in the Transactions of our Society, if only for the sake of the record which it preserves of a type of vessel which has, I fear, gone never to return.

This periodical was born at sea in the year 1855 on board the famous clipper Red Jacket, while on her voyage from Melbourne to Liverpool. It is entitled the "Red Jacket Sapling," and consists of four issues, published as follows:

No. 1. South Atlantic . . . Friday, 8th June
No. 2. At sea . . . Friday, 15th June
No. 3. At sea . . . Friday, 29th June
No. 4. North Atlantic . . . Friday, 6th July

It was made up and printed by Messrs. G. J. Poore and Co., 42 Castle Street, Liverpool, and was priced at two shillings for the complete set.

As to the publication itself, there is very little to be said; I can find little or nothing of interest in it. The voyage began on the 2nd May, when the ship was towed out of Melbourne by the Lowestoft tug. She arrived at Rio de Janeiro on the 17th June, left there on the 20th of the same month, and
was off Tuskar on the 24th July, and as there were no submarines about, she would probably be in Liverpool a day or two later; about eighty-four days on passage.

The editor of the paper does not seem to have been always satisfied with the conduct and behaviour of those among whom his lot was cast. It is hinted that the vessel had to put into Rio because of the shortness of provisions, and there seems to have been considerable grumbling at both the quantity and quality of what was provided, especially many of the minor articles "so necessary at sea, such as Vinegar, Pickles, Salt, &c." The attempts at joking and poetry are rather trying. There is no record of the cargo carried nor of the number of passengers at that time, but on the homeward voyage the following year the ship carried 280 passengers and over 100,000 oz. of gold—that is, not far short of half a million in value, without counting her general cargo.

To turn to the vessel herself, there is more of general interest to be said. The Red Jacket was one of the famous line of "White Star packets" for Australia, her agents in Liverpool being Messrs. Pilkington & Wilson at that time, though the firm changed its title more than once. Other vessels of this line were the White Star, Ben Nevis, Mermaid, Sardinian, Spray of the Ocean, and Shalimar.

The Red Jacket was designed by Samuel M. Pook, and built by George Thomas at Rockland, Maine, U.S.A., to the order of Messrs. Seacom and Taylor, of Boston, U.S.A. She was 2006 tons register, with a length of 260 feet, breadth 44 feet, and depth 20 feet. She left New York on her first voyage under the command of Captain Asa Eldridge, who was afterwards in charge of the Collins' Line steamer Pacific, which sailed from Liverpool to New York on the 23rd January 1856,
The “Red Jacket” and its Sapling

and was never again heard of. The Red Jacket arrived here from New York on the 24th January 1854, having made the passage from Sandy Hook to the Rock Light in 13 days 1 hour, the fastest passage for a sailing ship on record.

She was purchased by Pilkington & Wilson of Liverpool, as already stated, for their White Star Line of Australian packets, and sailed for Melbourne on the 4th May 1854, with 500 passengers, under the command of Captain Reed. She arrived out in 69½ days, and made the passage home in 73½ days, doing the round voyage in the wonderful time of 5 months and 10 days. In appearance she was a most beautiful model, with the tall tapering masts characteristic of the American clippers of the time. For figure-head she carried a full-length figure of the Indian chief after whom she was named.

From a memoir in the Liverpool Courier of the 28th May 1856, I have gleaned the following particulars of this remarkable and romantic figure:

Sagoyewatha, called Red Jacket because as a boy he always wore a jacket of this colour, was one of the Seneca tribe of North American Indians. He was born in 1750, and attained the highest distinction and influence by his remarkable powers of eloquence. In 1792 he was chosen as one of a deputation who visited Philadelphia, and was the chief spokesman in their negotiations with the Republican Government.

In 1812 he took up arms in defence of his own tribe’s lands against the British, and as one of the leaders distinguished himself near Fort St. George on the 17th August 1813, in which battle the British were defeated.

He had a rooted antipathy to Christianity, and was never reconciled. He understood English well, but would rarely speak it. His residence was a log cabin in a lonely spot near Buffalo, where he died, 20th January 1830, enjoying great power and distinction among his friends and others to the day of his death.

The Red Jacket, after some years in the Australian trade, carrying valuable cargoes and many passengers, was, owing to the ever-increasing pres-
sure of steam competition, at last relegated to the Quebec lumber trade.

Enough has been said to show what an important and valuable business was maintained for many years by the famous ships of the White Star Line, the Black Ball Line, and other noted firms, until at last all-conquering steam drove them from their nearly last stronghold. The *Red Jacket*’s last voyage as an Australian clipper, so far as I can trace, was on the 20th November 1865.

The steamers that make the same voyage to-day are magnificent in proportions, speedy, convenient, and comfortable beyond all imagination of the traveller of 1855; but we have lost the exquisitely fine lines, the tapering masts, and the glorious spread of canvas which made the old clippers appear as things of life and beauty, and we shall never look upon their like again.

The accompanying illustration, showing the vessel while on her first voyage from Australia, is taken from a beautiful lithograph now in the possession of Messrs. Gracie, Beazley & Co. of Liverpool, to whom I am much indebted for permission to reproduce it.