

## Diary of William Clarke 1879

The Diary was written by William Clarke, from Beltony, near Omagh, Co. Tyrone, who was emigrating to New Zealand, together with his brother Alexander.

Scanned copy of a typewritten transcript of the original handwritten diary.

DIARY OF WILLIAM CLARKE.

Friday, 27th June, 1879.

Left to-day for New Zealand, weather very stormy, reached Derry at 2 O/C p.m. paraded through the city until 6 p.m, then got on the boat for Glasgow, passage splendid except for 2 hours, reached Greenock 5 O/C a.m. Glasgow at 8. Met Mr. John Kerr at the Quay, got our baggage on board the Invercargill and came and breakfasted with Mr. Kerr.

Saturday, 28th June.

Walked through the city with Mr. Kerr, visited Glasgow Green, heard a terrible debate between Harry Alfred Long, Esqr., anti-popish lecturer and Mr. J. Galbraith. Long was extremely clever. Returned and visited the Bird and Dog Show, saw some beautiful birds, saw two as green as grass and feathers like glossy silk. Visited Pedlars Market and saw all sorts of stuff.

Sunday, 29th June.

Rose at 8 a.m. and breakfasted, then left in company with Mr. Kerr for Kelvingrove Park. The park is very beautiful, laid out in splendid lawns and flower beds of the most beautiful sort. In the centre there's a lovely fountain of immense size all surrounded with tubes out of which the water rose in jets high into the air forming a beautiful arch which glittered brilliantly in the sunshine. Left the park at 12 o'clock and visited the Necropolis, one of the grandest cemeteries in

Glasgow, it is one of the grandest places imaginable. Some of the richest sculpture at all is to be found there. Saw the monument of J. Sheridan Knowles the poet also that of John Knox the Scotch Reformer. Returned and took dinner and left again for the Green where there were some 20 men preaching and some debating to an audience of nearly 20,000. This terminated the day's proceedings.

Monday, 30th June.

Rose at 7 a.m. and breakfasted, visited several large manufacturers, paraded through the city for some time, visited the Cathedral, one of the grandest pieces of architecture I ever saw, it is open for all visitors free of charge, it is supported by massive pillars of the finest cut stone woven together in the most intricate shape imaginable and gorgeously decorated with the finest paintings. Then you descend by a winding stair to the crypt below. This place has a peculiar appearance, some of the monuments bear date 710 years ago, left them for the Working Mens Museum, it is a splendid place, admission free. Here is the greatest collection of curiosities I ever saw, ancient and modern. Some of the Japanese Works in carving are exquisite, the grandest I ever saw mostly in ivory and also some of the richest embroidery. The collection of birds is the grandest I ever saw, from the small humming bird up to the great bustard all classed in groups according to their natural order. Some of them for plumage could not be surpassed and then all the wild animals from the

little mole to the mighty elephant, fishes and reptiles of all sorts, saw the skin of a boa-constrictor 20 feet in length, saw articles made 500 years before Christ, saw a piece of wood recovered from the Royal George, and several tear bottles dug up out of the Island of Cyprus made 2,000 years ago, saw a Chinese gun captured at the siege of Canton, the barrel of it is about 16 feet long and it is about 1½ inches in the bore. In fact there are some of the most ancient kinds of armour and also the rudest description to be found here but it would take too long to describe all I saw in this place. However I must leave off for the present and thread my way to my lodgings well satisfied with all I saw for the day. I dont believe Glasgow could be surpassed for splendid buildings in the world.

Tuesday.

Rose at 8 a.m. and breakfasted, day terrible wet, could not get out until after 2 p.m, went then to Messrs. P. Henderson's office St. Vincent St., paid the balance of passage money, returned and dined and then went on a visit to Mr. Crawford, Cowcaden St, received great kindness from them. Returned and bought our beds and tinware which cost us 7/- each, train leaves St. Enochs Station for Greenock, this is the greatest building and also the grandest in Glasgow. I suppose it covers several acres. This day passed in quietly.

Wednesday 2nd July.

Rose at 8 and breakfasted morning awful wet, went to St. Enochs Station at 11 o'clock a.m. the crowds of people were immense as the train started for Greenock. Reached Greenock and got on board the steam tug, it was awful the crowds of people which were assembled to witness our departure in the steam tug. It was a very high sea going out to the vessel, the rain was pouring down in torrents. Got on board the Invercargill, all was the wildest confusion on board the vessel which will not sail till tomorrow evening or perhaps longer still. There are over 400 on board. We are about getting our supper now at 6 p.m. weather still stormy. Went to bed at 10 p.m.

Thursday 3rd July.

Rose at 6 a.m. slept soundly all night, vessel still lying at anchor, some talk of sailing this evening, everything on board, very unsettled weather but is a little more settled. This day passes by without any attempt for to sail being made as the weather is so rough. A stiff head gale prevails with weighty rain, talking of sailing tomorrow morning, getting everything in order for the voyage. Several steam boats came out to the vessel today as she lies off Greenock, a deal of letters came on board for several of the passengers, an old sea captain now retired, came out to us today with pens, ink and paper to sell to the passengers at a reduced rate. He

also took away all letters for the post, then gathered all the young men on board and gave them good advice on setting out, sang and prayed with them and then gave out tracts gratuitously to all on board, he is a perfect gentleman and more, a real Christian. All on board are very sociable. Went to bed at 9 p.m.

Friday 4th July.

This morning we were startled at an early hour by the sailors lifting the anchor. Rose at 4 a.m. and found every preparation being made for the voyage, the morning was a little milder, at 7 a.m. the steam tug came out to us and we got under way. We are making very good progress at present led by the steam tug, the scenery on either side is grand at present, the hills rise abruptly almost from the sea shore. There is very severe rules on board so much so that a person won't get speaking to the closest female friend without being apprehended, in fact you wont even be allowed to see them for constables placed here and there to guard all the passes and there are so many officials on board you would scarcely know who is the master. We are getting along at a fine rate, the steam tug has just left us at half past 5. The coast of Ireland is visible along by Belfast. We are now under full sale with a fine breeze, a deal of the passengers are very sick, feel quite strong myself, almost forgot to say I posted a letter to bro Robert when the tug was leaving us. We are now opposite Belfast. Retired to bed at 9 p.m.

Saturday 5th July.

Rose at 6 a.m. feel very unwell as the vessel is heaving terribly, nearly all on board are sick, some are very ill, the sea is very high and boisterous. Saw land today to the East and West of us, nothing is visible now but the sea and sky except an occasional vessel like a mere speck in the distance. Was up a little on deck today, ate very little food. Applied to the first mate to get access to my box, would not be allowed. Went to bed at 8 p.m.

Sunday 6th July.

Rose at 7 a.m. felt awful sick, could not eat the hard sea biscuits and Coffee which was for breakfast. Went up on deck, the weather was pretty fair, going some 12 miles per hour but the wind was rather unfavourable, sighted islands off the coast of Cornwall about 10 a.m. sighted several homeward bound vessels, getting a little stormy towards evening, retired to bed at 9 p.m. got terrible stormy at 10 p.m. just entering the Bay of Biscay. Slept very little all night as the sea was awful rough, every wave sweeping the main deck and coming down the hatches in a perfect torrent.

Thursday 7th July.

Rose at 7 a.m. the morning was somewhat settled after such a boisterous night, we are now well into the Bay of Biscay, a slight fog prevails. However it is joining to clear up a

little. We are not making such progress today as the wind is partly against us, took no breakfast today, feel no appetite for any. It is very wearisome on board, nothing interesting, the time seems to drag in very slowly. Sighted 3 outward bound steamers today, one a French vessel. Making but little progress as the wind is nearly ahead of us, retired to bed at 9 p.m. a party of us joined together and sang some of Sankey's Hymns.

Tuesday 8th July.

Rose at 6 a.m. slept scarcely any all night as it was awful stormy. There was a concern of pigs on board and they kept up an awful noise all night. I am sure they were almost drowned for the waves were sweeping the deck at intervals with a roar like thunder and the tinware kept up a constant motion all night. I think I could endorse Mr. Moore's account of the Bay of Biscay, it is awful looking to stand on deck today and see the waves coming ahead like little mountains and then leaving a terrible valley behind them. I can scarcely keep my seat as I attempt to note these things down it is so rough. However I am told that we are doing pretty well at present, the sea is not quite so rough. This evening at 6 p.m. we sighted a homeward bound steamer, we signalled her which was immediately returned, at 8 p.m. we spoke to another homeward bound sail. Retired at 9 p.m.



Wednesday, 9th July.

Rose at 7 a.m. Slept better last night as it was not near so stormy as some of the previous nights, there are hens and ducks on board. At an early hour this morning there was a cock crowing heartily. We have also a big dog on board and there is great sport with him. Sometimes he assists at pulling a rope and makes great sport with the children. It was just this day week that we came on board, it seems almost a month. However if God spares us the time will soon work in. There is not an hour that passes but I think of those at home. There is nothing new to divert the mind, scarcely any books as I did not get my box yet. Alexander is great company for me. I am not quite better of the cold yet, however I think the sea sickness is all over. This day has been the finest we have had since we came on board, it is very pleasant to be up on deck, the sky is almost cloudless but there is a fine breeze. Saw some vessels today. Have some music on board. I think this was the first day I heard it brought into action. Nothing important occurred today.

Thursday 10th July.

Rose at 7 a.m., morning fine, ship gliding along smoothly. It was very pleasant up on deck today, the sky was hazy but the air was warm, you know the temperature rising every day, the sea was very gentle and calm no high waves at all, a terrible contrast from the Bay of Biscay or even the English Channel. The wind was rather unfavourable since we started

for us to make quick sailing, however it has shifted in favour of us today. At noon we made by the ships reckoning 207 miles in the last 24 hours. We are now in latitude ~~241-304~~<sup>wrong</sup> and I think longitude ~~44~~<sup>wrong</sup>. I dont mind the seconds west, this was made known to all the passengers at noon today. Saw a vast deal of beautiful fish sporting round the vessel this evening also sighted 2 ships.

Friday 11th July.

Rose at 6 a.m, slept but poorly last night, it was the first night I felt any restlessness from the heat, all the blackguards from the South of Ireland let loose last night after we got to bed. They commenced singing songs and crowing like a cock, bleating and imitating all animal sounds. They kept this up for near 2 hours in spite of all remonstrances. However they keep very modest during the day because they are in the minority. We had a terrible rumpus today about scrubbing and scraping the second deck. All parties paying their passage which is about  $\frac{2}{3}$  of all the passengers, all these with one consent struck against working and the doctor a young snob

(here a page is missing and diary begins again with part of the writing for 12th July as shewn next page).

Part of Diary in existence for  
12th July 1879.

Distance since yesterday 183 miles. Late this evening when almost dark a very large steamship passed us homeward close by but it was too dark to see by her flag what country she belonged to. Took supper and retired at 9 p.m.

Sunday 13th July.

Rose at 6.30. morning fine. After breakfast all got on deck and answered to our names, then attended worship at 11 a.m. which was pretty well conducted by the chaplain in the Presbyterian style. Dinner at 1 p.m. Plum pudding today, it was very good indeed. Sighted another homeward bound today at noon. Pretty warm today with a nice breeze. Single men having sisters in the female compartment got seeing them from 3 to 4 p.m. but no person else whatsoever. There are awful strict rules on board this vessel. It is a great mistake for parties paying their passage to be on board what is termed an emigrant ship, they dont be a bit more thought of than free emigrants and have as much duty to perform. If I were trying it now I would take a steamer and all the parties paying say the same. However if Providence allows us safe we will get over other little difficulties. The day was pretty warm. Our reckoning stood today at noon Lat  $33^{\frac{1}{2}}-27''$  N Long  $18-37''$  W. distance since yesterday 190 miles. We had service this evening by an old Wesleyan layman, there was a good attendance. There are a vast deal of religiously disposed

young men on board. We sing Sankey's Hymns frequently. There is a very respectable young man named Corbett, a printer from Glasgow in our mess, he is a great friend and one well worthy of esteem, he is a good young man. Saw some flying fish this evening for the first time, retired at 10 p.m.

Monday 14th July.

Rose at 6 a.m. slept poorly all night, the vessel rolled fiercely all night in fact more so than she has done since we got out of Biscay and then it was awful warm in the bed, the sweat was pouring off us all night. I wonder how we shall feel approaching the Equator. There is a fine cool breeze on deck today. We all had our beds up on deck today airing them. The ship is making pretty good progress, todays reckonings were Lat  $30^{\circ} 9''$  N. Long.  $20^{\circ} 29''$  W. distance since yesterday 222 miles. It was splendid to be up on deck last night and looking over the vessels side to the phosphorus in the water like stars floating on the surface.

Tuesday 15th July.

Rose at 6 a.m. this morning, everything going on as usual, a pretty good breeze up on deck, still it is warm. However I felt days far warmer in Ireland than what it is yet but I guess I wont have that to say for very long. Saw some beautiful flying fish today flying over the surface of the water, they are about the size of a good herring. This days reckoning Lat  $26^{\circ} 31''$  N. Long  $22^{\circ} 23''$  W. distance 241 miles.

It is surprising how soon it gets dark, it is as dark as pitch tonight at 7 p.m. I had almost forgot to mention that I had to do my share of scraping and sweeping up the second deck today for the first but it wont come my turn very often.

Wednesday 16th July.

Rose at 6 a.m. Morning fine, a gentle North Easterly breeze has blown for the last 6 or 7 days. However this day was warmer than any heretofore, bright blue sky, ocean very composed and gentle. This is the third day since we saw a vessel. The sun would burn you terribly if you were sitting in one place exposed for a while. Todays reckoning Lat  $23^{\circ}.31''$  N. Long.  $24^{\circ}.18''$  distance since noon yesterday 208 miles. It is splendid weather for getting clothes dry up on deck. There was a terrible row today about the food. I suppose 3 dozen men went and showed their dinner to the captain and doctor and demanded redress not getting their full supply, they did not make much of it. I spoke to the captain and doctor about getting our boxes, and they promised that we would get them pretty soon now, perhaps tomorrow.

Thursday 17th July.

Rose at 6 a.m. Morning splendid, getting out very warm. We entered the Tropics yesterday. As I mentioned yesterday of speaking to the captain and doctor about us getting access to our trunks, today the hatches were opened and all on board were allowed to their trunks which was a desirable boon to me as I had no change of clothing since I left home and the

weather so very warm. I got on my alapaca duster, it was very comfortable for the warm weather. The lime juice was served out today for the first time, it is not like the lime juice that you would get in a public house. It is the pure juice as it comes from the fruit, clear as water. It is very sour with a slightly bitter taste but it makes a splendid drink when properly tempered with water. This days reckonings as they stood at noon were Lat  $20^{\circ}8''$  (N) Long.  $26^{\circ}10''$  W. distance for the day 222 miles. Nothing worthy of notice occurred today.

Friday 18th July.

Rose at 6 a.m. Morning everything that could be desired, washed some clothes today, a splendid day for getting them dried as it is a very strong sun with a light gentle breeze and bright blue sky. At 10 a.m. this morning a vessel appeared to the West of us and crossed Eastward close behind us. Saw vast quantities of flying fish rise out of the water like a vast flock of birds and fly for a long distance. Most of them were small. Our days reckoning Lat  $16^{\circ}58''$  Long  $27^{\circ}46''$  distance 206 miles. Very warm down below this evening, you could scarcely sit at all for the great heat. Went to bed at 9 p.m. but not to sleep for some time between the heat and noise of blackguards.

Saturday 19th July.

Rose at 6 a.m. everybody up pretty early, there is great bickering in the morning to see who will get into the bathroom first, it is a little man on deck where you can go in and bolt

the door and take a comfortable bath. You can turn on or off the water at leisure and it is warm coming from the engine room. We are somewhere now in the latitude of the De Verde Islands but I am afraid that we shall not sight them being I consider too far West. Our bearings at noon today were Lat  $14^{\circ}.8''$  N Long  $27^{\circ}.46''$  W. distance 170 miles, it is very warm today all day. We had a concert on board this evening, it was very little worth. There was a terrible demand for water this evening late, it was so intensely hot below, parties were drinking the salt water. There was a slight row on board this evening, one of the married men refused to keep watch for his 4 hours. Everyone in their turn must keep watch below and report every half hour to the first mate that all is right. But to return to my subject this man was brought before the captain and the captain asked him if he would keep watch and he answered in the negative, the captain called on the men to put him in irons whereat he drew his fist and knocked down the captain and first mate and cabin steward in quick succession. At last they got him secure and put in irons. He was shortly after liberated but he is likely to suffer when he reaches the other side. Retired at 11 p.m.

Sunday 20th July.

Rose at 6 a.m. Morning very warm, I never saw the ocean so composed, not a ripple on its surface. Saw several of the nautilus sailing proudly over the surface close to the vessel, they are about the size of a very large fan shell of a beautiful

pink colour at least their sail, they turn it round at leisure and can assume almost any shape. Attended worship at 11 a.m. sermon very good. The day continues very warm, it is oppressive, the perspiration is just continually pouring off us and you can scarcely afford to wear any clothing at all. More than half the men on board go barefooted and stripped to the waist, shirt and trousers. It is the greatest time of thirst I ever saw. you would just incline to drink continually. People coming out here could not be too well stocked with Seidlitz Powders to make a cooling drink. They should also have a brave supply of oat bread, a great luxury, some very light clothing and a straw hat. It was splendid to witness sunset on the ocean this evening as it was such a clear sky, the sun seemed to drop down into the water. There is scarcely any twilight, it is almost dark as soon as the sun goes down. But although it was so clear there rose a small black cloud away South of us and in half an hour we had a regular deluge, it fell in a perfect torrent for some time and then cleared off again. The wind is very calm and we are scarcely moving at all. Our reckoning today was Lat.  $13^{\circ}.22'$  N Long  $27^{\circ}.5'$  W. distance 51 miles.

Monday 21st July.

Rose at 6 a.m. Morning awful sultry and warm. Ship making poor progress, wind very calm, got a splendid bath this morning, this day is the warmest we have had yet, the timber of the deck would almost burn you, they have put up an awning over the female apartment of the vessel. Our reckoning as it



stood at noon was Lat.  $13^{\circ}51''$  N. Long.  $27^{\circ}47''$  W. distance 17 miles. A vessel is to be seen away to the West of us slightly ahead outward bound, towards evening another ship is seen thought to be a homeward bound steamer. We were then only moving and the mate told them that if any of them wanted to write there would likely be an opportunity of sending them next day by this vessel. This was no sooner made known than they all commenced to write letters but there sprung up a brisk gale at night and wafted us on at a good rate so that there is little probability of us seeing a vessel tomorrow.

Tuesday 22nd July.

Rose at 6 a.m. Morning pleasant, not quite as warm as yesterday, there is a fine cool breeze up on deck, still the sun is piercing hot. We are making better progress than we did yesterday, we are today at noon in Lat  $11^{\circ}36''$  N. Long  $27^{\circ}46''$  W. distance 90 miles, there is a regular shoal of fish around the ship today after dinner, they are in size and shape like a salmon. Parties are trying to catch some but I think they wont succeed. We are making fine progress this evening, a fine cool breeze continues. Just now a flying fish has flown in through one of the portholes, they have caught it and lopped off its wings, it is very pretty. Retired at 10 p.m.

Wednesday 23rd July.

Rose at 7 a.m. feel scarcely so well this morning. A child six months old has died this morning, the carpenter is busy making the coffin, this day is not quite so warm, we have a

good breeze and making pretty good progress. If the gale continues we shall reach the line in 3 or 4 days. I think it wont be any hotter than we have just experienced. This evening the solemn ceremony of burial at sea was performed, at 6 p.m. the little coffin was lowered over the side of the vessel, it sank immediately being half full of iron. I had almost forgotten to mention our bearings which were today Lat  $9^{\circ}.21'$  N. Long  $26^{\circ}.55'$  W.

Thursday 24th July.

Rose at 7 a.m. Morning fine with a brisk breeze which was rather ahead of us. A birth occurred this morning which is the second since we came on board, it is scarcely so oppressively hot today up on deck on account of the breeze but it is very hot between decks, the thermometer stands at  $90^{\circ}$  of Fahrenheit at our bedside. We sighted another ship away to the east of us but as she was far off we could not tell what direction she was steering, our latitude at noon today was  $7^{\circ}.48'$  N. Long  $25^{\circ}.19'$  West. distance 151 miles. It is fine weather for airing bed clothes or drying a washing. Went to bed at 9 p.m. felt very unwell going to bed.

Friday 25th July.

Rose at 7 a.m. still felt unwell, went to the doctor and got some medicine which I think was useful as I felt a good deal better after it. This day is fine and Cool on deck and a fine cool breeze prevails but this is rather against us. Our bearings today were Lat  $6^{\circ}.57'$  N. Long  $25^{\circ}-15'$  distance 37 miles.

An outward bound vessel was in sight of us all this evening, at night we threw a rocket as a signal which was immediately returned by the other vessel.

Saturday 26th July.

Rose at 7 a.m. felt well today, slept soundly all night although it was very warm, this day is fine but scarcely any breeze at all. Saw another ship today at noon outward bound. Our bearings today at noon were Lat  $6^{\circ}.19'$  N. Long  $25^{\circ}.6'$  W. distance 38 miles. this evening and in fact every Saturday there is fire and boat drill, it consists of all the single men assembling on each side of the deck with their blankets under their arm and then the hose is brought into action all to show with what expedition they could extinguish a fire in case it would occur and then a party of the sailors with life belts on jumps into the life boats, all is over in a few minutes. There was a vessel in sight all this evening probably an outward bound, retired at 10 p.m. heat down between decks was intense, in fact the perspiration keeps pouring off one continually.

Sunday 27th July.

Rose at 6 a.m. Weather very fine above, not quite as hot as you might expect, still it is awful close and warm, the wind is very unfavourable. We are just tacking about. at 10 a.m. all answered to their names and attended worship, sermon pretty good and remarkably well attended, it is remarkable to see the vast majority that the Protestants have on board this vessel. Saw a sword fish several times this evening. Saw three ships

all at once tacking about. Our latitude today was  $5^{\circ}.51'$  Long  $23^{\circ}.4'$  W. distance 115 miles. Retired at 9 p.m. night splendid.

Monday 28th July.

Rose at 7 a.m. Morning fine but very warm. Had a great while washing clothes today, salt water is not good for washing, still it does pretty well for dark shirts or for socks, the day continues very warm. Saw a vessel just lying about like ourselves as the wind is most unfavourable and little of it too. Our bearings at noon were Lat  $5^{\circ}.21'$  N. Long  $22.51'$  W. distance 30 miles. Making poor progress at present, it will be a good while ere we reach the Equator at this rate. We are all in good health here on board, joining to take with the heat a little better. It does not seem to be getting any hotter, in fact it was full as hot 8 days ago as it is yet. Nothing worthy of notice takes place just now, all parties are getting pretty well acquainted, still there are some on board I would not give much for their acquaintance.

Tuesday 29th July.

Rose at 7 a.m. Slept soundly all night but felt awful warm in the bed, a persons shirt would be so wet with perspiration that you could wring it. this day promises to be somewhat warmer than yesterday was. saw some very beautiful fish around the vessel, the sailors caught one and after they had it hauled on board it got off again. our reckoning today was Lat.  $4^{\circ}.42'$  N. Long  $23^{\circ}.55'$  W. distance 63 miles. this day is very warm on

account of the wind being so low, it is awful close down below, the perspiration just keeps pouring off one constantly, the only remarkable circumstance that occurred today was I baked an oaten cake this evening, a member of the mess gave me the meal. When it was cooked they all declared it was splendid. I put butter in it and got it made ready in a cooking stove. Went to bed at 10 p.m. feeling awful warm but in a very good mood.

Wednesday 30th July.

Rose at 6 a.m. felt in good trim, morning a little cooler than yesterday, the vessel seems to be making better progress today, there is a brisker breeze. Saw a shark today but could not see it distinctly as it kept partly under water. Saw vast flocks of flying fish skimming about. As the day advances the gale seems to be increasing. At noon we sighted two vessels, one of them came right across under our bows so close that we shouted to them. We then signalled to her and she hoisted 5 flags in succession, that is the way they speak to a vessel. We told her that this was the Invercargill, an emigrant ship of Messrs. P. Hendersons of Glasgow, all well on board, they will report us when they get into the port. She was a German merchant vessel. Our bearings today were Lat  $3^{\circ}.53^{\prime}$  N. Long. 22.49 W. distance 73 miles, it is getting to be a pretty heavy sea towards evening, the ship is tossing out the foam at a great rate, saw two terrible sea monsters close to the vessel this evening, they were of immense size. I dont know what they were, it is



getting rather unpleasant up on deck at present.

Thursday 21st July.

Rose at 5 a.m. felt very unwell, a sort of sea sickness as the vessel was heaving terribly all night. took but little breakfast today, the sea is somewhat rougher today but I like to see it so as the ship is making better progress and we are tired of these long calms. We expect to cross the line tomorrow but the wind is rather against us which causes us to tack about greatly so that we are not making so much in a direct route. Saw another ship on our lee side this morning, the gale is pretty well in our favour at present, the vessel is making good progress. our Lat. today was  $3^{\circ} 0' N.$  Long  $22^{\circ} 19' W.$  distance 160 miles. It was scarcely so hot today, I think the greatest part of the heat is over. Being the last day of the month there was a very funny game gone through with the sailors. It consisted in getting up the effigy of an old horse and setting it up for auction, they then put it on a stand on wheels and one of the sailors rode it three times round the deck and then singing the song of the Poor Old Man. it was then smeared with tar and suspended by a rope over the ships side and burnt amidst loud cheers until it fell into the water.

Friday 1st August.

Rose at 7 a.m. felt somewhat better today, this morning was fine and cool on deck, at 11 a.m. we sighted and signalled a small vessel, they answered us immediately. We were today at noon in Lat  $0^{\circ} 30' N.$  Long  $23^{\circ} 0' W.$  distance 230 miles. We had



a birth on board this morning, this was the third since we started, just this day 4 weeks we set sail from Greenock. I have just been thinking that if I were at home now I would be getting new potatoes, I hope they will be good this season although I dont expect to taste them. I have just been thinking grandfather will be getting uneasy for a few about this time. I hope they may be good and him able to eat them. About 5 p.m. this evening we crossed the line or Equator but not a line could I see at all, it is quite dark at 6 p.m. this evening, a splendid night just now up on deck, fine and cool, an almost cloudless sky and moonlight shining on the waves. We have had only about one shower of rain since we left up to this time.

Saturday 2nd August.

Got up at 6 a.m. Morning fine, ship making good steady sailing with a fine breeze. Saw several vessels today on an outward track, it scarcely feels so hot on deck owing to the brisk breeze as some of the previous days. At 12 noon today we were in Lat  $2^{\circ}25'$  (S). Long  $25^{\circ}30'$  W. distance 204 miles. this day reports another birth being the 4th since we left. We had our weekly Concert this evening which consisted of efforts being made to sing but which generally proved a terrible failure. fine moonlight. On deck after 6 a.m. it is both cool and pleasant to spend an hour or so up above, now got our boots blackened and retired to bed at 9.30 p.m. The vessel that I mentioned as being ahead of us we came up with her and passed



her at midnight, so close were we to her that they shouted to us to keep out of their way. We then spoke to her and they informed us that she was a foreign barque from Cardiff bound for Brazil, had been 47 days at sea up to this time but had been delayed by Calms, we passed her speedily.

Sunday 3rd August.

Up at 6 a.m. and got ready for breakfast at 8, felt in good order for my porridge which we get a little of every morning with molasses, it is the greatest treat that we get only we dont get near enough. Of course we have our tea afterwards but it is not very pleasant without cream and the bread is sometimes nearly raw. At 10 a.m. we all got on deck and answered our names as they were called. All must appear neat and clean and pass the captain and doctor. Attended worship at 11 a.m. sermon always good, this day was a little rough in the morning but cleared up finely. Saw the vessel that we passed last night away behind us like a mere speck. Our Lat today was  $5^{\circ} 2'$  (S) Long  $27^{\circ} 15'$  W. distance 220 miles. There is a Sabbath school for the children from 4 to 5 every Sunday evening and a day school on the quarter deck from 10 a.m. till 2 p.m. We see vast quantities of flying fish every day. Today I saw a flock of beautiful birds as white as snow flying around, they were about the size of a pigeon. The vessel is making fast sailing at present. Just now at 6 p.m. there is a Homeward Bound to the East of us, she shewed a red light, retired at 9 p.m.



Monday 4th August.

Got up at 7 a.m. morning pretty rough, last night was about as rough a night as we had yet but the vessel I think was making speedy sailing, the sea was running very high sometimes sweeping down the hatchways. However it is finely settled now but not much to our benefit, still we made pretty good road. Our latitude today was determined  $8^{\circ} 5' S.$   $29^{\circ} 44' W.$  (Long) distance 225 miles, the breeze is briskening up towards the evening and betokens a good nights sailing. I had almost omitted to mention that this is a great place for pilfering, scarcely one but has lost something although we lost nothing yet except a tin pen but I believe in the young girls compartment it is carried to excess. Some of them have lost the very rings out of their ears. So much for that part of it. We are enjoying a fine gale just now, the gale still gets brisker after sunset. Went to bed at 9 p.m.

Tuesday 5th August.

Up at 6 a.m. today. Morning fine after a pretty rough night, saw another homeward bound vessel today, strange that nearly all the vessels we have seen yet are sailing vessels, it is not hot just now, it is just hot enough to be pleasant and nothing more, every day will be getting colder from this forward and perhaps squally too but is expected that we will make a good passage. We are today in Lat  $11^{\circ} 12' S.$  Long  $31^{\circ} 49' W.$  distance 220 miles, the wind keeps pretty steady in one point but it is rather unfavourable for us to make speedy sailing at

present. Nothing of any importance occurred today, going on as usual.

Retired at 9.30 p.m.

Wednesday 6th August.

Rose at 6.30 a.m., nothing important, scarcely anything important occurred today, it is just this day 5 weeks that we came on board, time soon wears away although I thought it long enough, it is nearly 6 weeks since we left home. I was just thinking whether Robert was starting now or not, I hope he will get a pleasant time. I think of home frequently and picture all that is going on there now, the gooseberries and the currants are in full blast, just now the bilberries on Bessy Bell. However these are all away for a short time at least but I hope not for ever. We are making pretty good sailing today, our Lat today was  $14^{\circ}29'$  S. Long  $33^{\circ}54'$  distance 235 miles, making pretty good sailing since we crossed the line. We expect to catch the trades in a few days but we are tacking very far West. I had almost forgot to mention that I baked an oaten cake this evening and it was declared to be excellent. Went to bed at 10 p.m.

Thursday 7th August.

Rose at 5 a.m. this morning it being my turn to act as captain of the mess. I have somewhat more duties to perform for one week, it is just the proper degree of temperature now for one to feel right comfortable, but it will soon be cold enough, at least I am told so. Our Lat today was  $20^{\circ}20'$  S. Long  $34^{\circ}07'$  W.

distance 140 miles, of course these are geographical miles, these are somewhat larger than British miles. Nothing of any interest occurred today, retired at 9 p.m.

(Note Friday 8th seems to be missing).

Saturday 9th

Rose at 5.30 a.m. Morning fine, there was a vessel in sight about 6 a.m. outward bound. After breakfast was over we were allowed access to our boxes once more, everything was in a terrible state with blue moulding but the day was splendid for airing them. We hauled all our stuff out and aired and brushed them properly, the linen shirts seem to be the only articles that escaped the effects of the damp, however I don't think they will be much the worse. We put in all the light clothing into our boxes and took out our overcoats. We are making splendid sailing all day, our Lat at noon was  $23^{\circ}43'$  Long  $32^{\circ}0''$  W. distance 240 miles. We are expecting a concert tonight, everything is going on pretty well. At 5 p.m. there is a homeward bound vessel in sight for a short time only for we are making good progress, the wind has shifted in our favour. Just as the concert was about to take place a sudden squall frustrated their design but it put the vessel to 16 knots while it lasted and yet she is making good sailing. After making some preparation for the Sabbath retired at 9.30 p.m.

Sunday 10th August.

Rose at 6 a.m. Morning rough and stormy, could scarcely keep my feet upon deck at all, the sea was running very high, a deal of parties got properly wet with lashes of spray coming over the vessels side, the wind increased about 10 a.m. so that it burst the main top sail, two other sails were rent during the night but these were speedily replaced by new ones. it was so unpleasant up on deck today that we had no service but the vessel was under great headway. At noon we were in Lat  $27^{\circ}.43'$  (S) Long  $28^{\circ}.36'$  W. distance 287 miles. After dinner it settled a little but still continues rough with frequent showers and high wind. Could not stop much on deck today, retired to bed at 10 p.m.

Monday 11th August

Got up at 5 a.m. Morning very rough and wet, just a regular dirty day, half of the sail had to be taken down, it is unpleasant to be stuck down here below for you could not set your face upstairs at all. We are likely to have plenty of this kind of weather from this forward, this is the day the Chimborago was to sail, I was wondering if Robert went away or if he would be for her. We expect to be in the latitude of the Cape in 2 days, this is the dreariest day I spent since we came on board. We are forced to stop below on account of the rain which is falling in torrents all day, they have put down the hatches and it is quite dark down below, there was no reckoning put out today, the sailors are making every preparation for a rough night. Nearly all the sails are down, it is

just rough enough at present, it is quite dark now at 5 p.m. Got our supper and got to bed at 9 p.m.

(P.S.) There was no reckoning put out today on account of the sun being obscured all day, the supposed distance was 280 miles.

Tuesday 12th August.

Got up at 5 a.m. Morning a little settled after a very rough night. I think this was the roughest night we have had yet, you would have been almost thrown out of bed entirely by the motion of the vessel and the tin pans and plates were flying about through the vessel all night. However this day promises to be finer than yesterday, the sun is shining out beautifully at present, there are vast flocks of birds flying about us today, Cape pigeons and albatrosses of different colours very near the vessel. Our reckonings today were Lat  $33^{\circ}20''$  S. Long.  $21^{\circ}49'$  W. distance for the last 2 days 500 miles, it is quite calm this morning so that we are making but poor sailing, this evening quite dark at 5 p.m. but they wont be any shorter, they will be getting longer as we proceed south. Went to bed at 10 p.m.

Wednesday 13th August.

Got up at 5 a.m. Morning very dull, ship making very poor sailing, there are some terrible swells of waves come along like regular little mountains not from the effect of the wind but apparently some motion in the sea; it is very mild and warm today, sky hazy, there are vast flocks of birds hovering

around us all day of different sizes and colours. A young woman has just caught one with a hook and line whilst I am writing. She had a bait on the hook and the bird picked it all up, it is a beautiful bird, a Cape pigeon. Our reckoning as it stood today at noon was Lat.  $34^{\circ} 8'$  S. Long  $20^{\circ} 3'$  W. distance 102 miles, it is very dull and calm at present consequently the ship rocks far more by the motion of the waves, it is not cold just now, it is just a medium temperature, we are just now off the Cape of Good Hope. I mean we are in as low a latitude but it lies a good bit East of us, there were some very large birds visited us this evening, some of them 6 feet from tip to tip of the wings, another pigeon has just now been captured by the bait, there is a bird stuffer on board and he is going to stuff the skin, they are brown and white speckled. Nothing else of any importance occurred today. Retired to bed at 10 p.m.

Thursday 14th August.

Got up at 7 a.m. Got a good sleep this morning my turn of captainship being expired, I am sure this is a honour that very few would covet, for they are kept constantly on tramp getting food either raw or cooked and carrying it and then washing all the mess utensils after each meal and them so greasy your clothes would just be destroyed but it wont come my turn again at any rate. We are enjoying a gentle gale today which wafts us on at a good rate, we are rounding the Cape of course at a good distance for I dont think that we

shall sight it at all, our Lat today was  $34.55^{\circ}$  S. Long  $17.30^{\circ}$  W. distance 140 miles, there is a good gale has got up this afternoon, it looks like some rain, we are now going some 12 knots per hour and the vessel very smooth. I think we will shortly have another death on board, an old man between 70 and 80 years of age, he is speechless, he hasn't one belonging to him on board, he was going out to a brother and sister, he made his will yesterday, he left £130 to a daughter living in Glasgow, retired at 9 p.m.

Friday 15th August 1879.

Rose at 7 a.m. Morning breezy, wind right astern of us, some terrible waves rising as high as the vessel, you would imagine she was going to be swamped sometimes, but we are making pretty good sailing, as I mentioned yesterday of an old man, he died last night at 10 p.m. and was committed to the deep in the course of half an hour, the minister read the burial service after which he was let out through an aperture in the vessels side. What is very remarkable, his brother died last year going out to the same place within three days of his landing. Nearly all on board are in good health. Just this day 6 weeks we set sail from Greenock. I think less than 6 more will land us if we get along well which I trust in Providence we will. We are today in Lat.  $36^{\circ}18'$  S. Long  $12^{\circ}31'$  W. distance 252 miles, it is getting very stormy, there are some of the greatest mountains of waves imaginable here coming after us piled up seemingly to the very sky, just like a

rugged countryside with high hills and great glens between, some of the waves are sweeping over the vessels side completely and knocking people down, it is a very high wind and several weighty squalls of showers. We feel vastly now the use of our overcoats, it is pretty cold. However it is not too bad, just like what it would be at harvest time with us. I think that after we have rounded the Cape we will not get is as rough. Was up but little on deck today it was so rough, retired to bed at 9 p.m.

Saturday 16th August.

Rose at 7 a.m. morning very rough, slept poorly all night it was so stormy, the roaring of the wind seemed dismal after night and every now and then a wave sweeping the deck you would find the vessel trembling with the shock. Still the ship is making fast sailing at the present time, sometimes 14 knots per hour. Our Lat today was  $37^{\circ}.26'$  S. Long  $6^{\circ}.14'$  W. distance 310 miles, it still continues rough towards evening. However it settled slightly but still continues the great heavy seas sweeping the deck up till about 11 p.m. when it settled. As it was my turn to be night watch from 8 to 12 p.m. I had to go upstairs and report every hour to the first mate at the other end of the vessel. Got to bed at 12 p.m. when it was a fine night.



Sunday 17th August.

Got up at 7.30 a.m. Morning fine but cold with a nice breeze, we are making snug sailing, there is a vessel visible right ahead of us just as I rose, she is under full sail, this day is very fine, we are making good sailing, we are overtaking this ship rapidly, at noon we were up sides with her though a good distance West of us. We signalled her and we conversed by the flags for more than half an hour, she is an English merchant vessel from Liverpool to Bombay with Black Diamonds Coal. She left 12 days before us and we passed her rapidly. Our bearings today were Lat  $37^{\circ}57'$  S. Long  $2^{\circ}6'$  W. distance 163 miles. We had two services today, it was very fine but cold. However it got awful rough late in the evening, I think for some time the vessel was making 16 knots per hour. Went to bed at 9.30 p.m.

Monday 18th August.

Rose at 7 a.m. Morning splendid, bright sunshine with a lively breeze, the vessel is sailing steady at present, but it was awful the way she tossed all night because the wind was right astern of us. She is as steady now as if you were sitting in a house on account of the wind having shifted a point. Our bearings today were Lat.  $39^{\circ}4'$  S. Long  $2^{\circ}44'$  E. distance 272 miles. We had another lecture on New Zealand this evening by the Revd. J. Ferguson, the chaplain of the vessel, he gave some very valuable information regarding the

colony. He is a very fine gentleman, this day has been remarkably fine throughout only just a little sharp but very dry and the sun shining. We made steady sailing all day but it is a wearisome affair lounging about every day without any variety. However I anticipated it would be worse, after all we have had a prosperous voyage for so far and fine weather which I trust will continue to the end of the voyage. There was a great row about the passengers steward selling Condensed Milk to some of the passengers which is not allowed, he was brought up before the captain and the doctor and after a thorough investigation of the case he was acquitted which I was very glad of as he is a friendly obliging fellow and a great friend of mine. Nothing remarkable transpired today.

Tuesday 19th August 1879.

Up at 7.30 a.m. this morning, got a very comfortable nights sleep last night, the vessel was very steady, this morning is pretty fine with a gentle breeze but very sharp and cold up on deck, we are keeping on steady. You would not remain long on deck inactive without feeling very chilly so I prefer remaining below for the most part, todays reckonings were Lat  $40^{\circ} 3' S.$  Long  $7^{\circ} 53' E.$  distance 244 miles. We expect that a month from now will land us in Port Chalmers if we get along safely which I hope we will, it is awful the complaints that are being made about the food being deficient both in quality and quantity. I think there is ample cause for such. I dont

believe there are half a dozen people on board satisfied, they are nearly half starved. But the single men are the worst off class on board, they don't get the same privileges that the married men or the girls get except they are fortunate enough to have stuff with them, meal or flour, they can bake bread and are allowed the use of the oven twice a week. But they require to watch it closely or it will be stole out of the oven for this is a terrible place for stealing. The sun shone very little today, it is a sort of hazy all day, vast flocks of birds still hover about us but we are out of the latitude of the flying fish and saw none of them this last fortnight nor in fact any kind of fish at all. A slight increase is perceptible in the length of the days, it is pretty clear until 6 p.m. now whereas about 8 days ago it was totally dark about 5. As soon as the lamps are lit after night all parties may be seen crowding round them with their clothes, some with their shirts and some with their socks or drawers, all on a hunting expedition, in fact it is so common there is no notice taken of it.

Wednesday 20th August.

Rose at 5 a.m. got some washing done before breakfast, it was a splendid morning, quite dry, the sun is shining out beautifully and a light breeze. We are moving along quietly, the vessel is very steady, it is not near so cold as yesterday. Our bearings today at noon were Lat  $40^{\circ}51'$  (S) Long  $13^{\circ}16'$  E. distance 251 miles. Just 7 weeks today since we came on board

at Greenock. I suppose it will soon be harvest in Ireland. We expect a month or five weeks at most will land us, I hope it will for I am tired of this kind of monotony, time drags in very slowly from day to day.

Thursday 21st August.

Got up at 7 a.m. Morning very fine, slept but poorly all night as the wind was very low and the vessel rocked a good deal, the vessel keeps very steady when there is a brisk breeze. Just after we had fell asleep last night there was an alarm of fire raised, a fellow had been smoking and put his pipe in his coat pocket and after he left off his coat it was noticed by some of the fellows commencing to smoke and blaze, the alarm reached the captain and him and the doctor and first mate came running down. Of course it was put out in an instant but it caused great excitement for a while. but to return to our subject, there was a vessel visible this morning for some time, she was an outward bound apparently but she was far East of us. this day is fine and warm, just like a Summer day but the wind is very low and we are not sailing very hard. Our bearings today were Lat  $41^{\circ} 36'$  Long  $17^{\circ} 43' E$ . distance 203 miles. this is a great day angling for birds of which there are still vast flocks around us. this evening has got very calm, the wind, whatever is, is coming partly ahead of us but there is very little at any rate. Nothing important to mention today, went to bed at 10 p.m.

Friday 22nd

Got up at 7.30 a.m. Slept soundly all night, this morning was somewhat damp and misty, partly a head wind which is rather unfavourable for speedy sailing. However we are moving along nicely, the weather is for the most part very fine and pleasant especially in our present position in the neighbourhood of the Cape which I believe is generally rough. Our bearings today were Lat  $40^{\circ}56'S$ . Long  $18^{\circ}59'E$ . distance 70 miles. Since noon it has got quite calm so that we are almost at a standstill. However they are putting about the ship and may catch some wind then. Retired at 9.30 p.m, it was then quite calm and a lovely moonlight night.

Saturday 23rd.

Rose at 7 a.m. and very shortly after got my porridge and molasses of which I am forced to say I could have taken more, everything is very scanty, it done very well for the first fortnight when we had but a poor appetite and but little to satisfy it, the only parties that are well off are those that had stuff of their own with them, it is all the better to have plenty of meal and flour, some tea and sugar butter and jam or a good thing would be some good salt herring and a box of biscuits. If one had plenty of biscuits they might do without any meal but we could all manage nicely at breakfast and dinner what is for the three meals and you would get nothing to buy on board at any price except liquor and it at double its price.

However I am happy to say that I bought none of it. In addition to all this there is every device brought into operation to raise money, it is a regular trade raffeling for articles of very little value, nearly a new raffle every day of some article belonging to some of the ships officers and they will use every persuasion to induce you to put down your name, but I have lost nothing by them yet nor I think wont now for I keep aloof from them altogether. But to return we are almost at a stand still this morning, there is a vessel in sight coming up after us, of course she is becalmed as well as us, there are so many birds around us this morning that the surface of the water is just regularly covered with them, around the vessel parties are striving to capture some of them and they have succeeded in catching 2 today already. Our bearings today were Lat  $40^{\circ}57'S$ . Long  $20^{\circ}04' (E)$  distance 70 miles. This evening the vessel that was behind us gained on us terribly, she came up along sides with us. When a considerable distance off we signalled to her so she replied, we learned that she was the Roxburgh a passenger ship from London bound for Sydney. She left London 15 days before we left Greenock. She was 140 tons lighter than ours and consequently could sail quicker in a light breeze for before night she drew so close to us that the passengers on deck all took off their hats and waved and cheered to us, waving handkerchiefs and very soon passed us altogether and before it was quite dark was entirely out of sight, thus finished this days proceedings. Went to bed at 10 p.m.

Sunday morning 24th.

Rose at 7 a.m. morning cold up on deck, slightly damp. the vessel that passed us yesterday evening, we passed her at 1.30 this morning owing to a brisk breeze having sprung up and when it was fully clear we were far ahead of her. But time about is only fair play for she passed us again at 1 o'clock p.m. and is now nearly out of sight altogether and if we get a good gale this night we expect to pass her again, this day is rather chilly up on deck but on the whole a fine day and the sun shining, there is a fair gale of wind but it is rather unfavourable being partly ahead. We had no service this morning owing I suppose to its being so cold, we merely answered our names and then went down again. Our bearings today were Lat  $41^{\circ}.38'$  S. Long  $20^{\circ}.44'$  E distance 161 miles. late this evening signs of a storm began to appear, the wind rose and the sky became dark and cloudy, every preparation was made for a regular storm, at 7 p.m. we had service down below and retired at 9.30 o'clock, the wind was now very high and the rain came down in perfect torrents with terrible flashes of lightning, the wind shifted rapidly round and before there was time for consideration it was driving her back at the rate of 12 miles an hour, but this did not last long for the wind shifted quickly astern of us and drove us forward at a furious rate. Every sail was lowered only three, one of these was the main sail, a new one was torn into ribbons in a few minutes, it shifted round so quick that it was nearly like a whirl blast so

that they had to put about ship three times in the space of half an hour. All this time the lightning was flying around the masts and running down the Conductors to the deck, in fact the sky seemed all in a blaze. I never heard weightier rain fall, every sailor was in action, even the cooks were rose out of their beds to assist. Half of the passengers rose out of their beds and remained up nearly all night, I rose myself for I could not sleep between the roaring of the wind and the sound of the waves and the wild shouting of the sailors formed a scene easier imagined than described. All this lasted up to 12.30 a.m. when it pleased Providence to settle it a little, the rain and the lightning abated but the wind raged with violence up to 4 a.m. when it abated slightly, but previous to this it had shifted more in favour of us. As I mentioned before of the vessel that we spoke to being far ahead of us, just as we expected we came up with her at 1 o'clock in the night. We again saluted her and after bidding her goodnight we quickly left her. After this I went to my bed.

Monday 25th August.

Rose at 7 a.m. this morning as the night had been stormy, it was damp and misty with very high wind so that it was with extreme difficulty that we could keep our seats to eat our breakfast, the contents of the tables through the vessel was thrown off on the floor, in not a few instances it was amusing to see some of the fellows thrown off their seats with their porridge in their fists and rolling about through the floor.



After breakfast time a huge 4 masted vessel was visible to the West of us and remained upsides with us all day but sure enough the vessel that we passed last night made her appearance once more about noon and in the evening was up with us again though at a good distance off, this is the 4th day that we have been in sight of her and we have passed each other frequently in that time, this day has been wild and rough all day with a very high sea rolling, the wind is very high but nearly ahead of us so that we are not making speedy sailing. Our bearings today were Lat  $40^{\circ}36'$  S. Long  $26^{\circ}3'$  E. distance 119 miles. A damp misty wind with low hanging clouds has prevailed all day, it has settled just a little in the evening but the wind is still pretty high and the vessel occasionally shipping seas. However we dont expect to be as bad as last night. Went to bed at 9 p.m.

Tuesday 26th August.

Got up at 7.30 a.m. this morning was fine after such a storm, the sun is shining bright and we are scudding along before a gentle breeze, it is splendid for drying clothes for Alexander and I washed some and they are quite dry in 2 hours. all the vessels that were in sight of us yesterday have entirely disappeared, the birds still follow us in immense flocks, 4 or 5 different kinds, one little one just about the size and shape of a snipe but they are entirely white. We are not making speedy sailing this long time. Our reckonings today were Lat  $40^{\circ}39'$  S. Long  $29^{\circ}58'$  E. distance 175 miles. About noon it

got quite calm and the sea composed but we expect a breeze pretty soon, this was a very pleasant day, the vessel fine and smooth. Just about 5 p.m. the wind shifted round in favour of us and we commenced to go finely. After supper it was splendid to come up and sit on deck for a short time, it is a lovely moonlight night and us scudding along finely, it is almost a pity to have to go to bed everything is so quiet, it is a terrible contrast from Sunday night. I am told since by the officers that there was terrible danger, the squall struck us so suddenly. Went to bed at 10 p.m.

Wednesday 27th.

Rose at 7 a.m, slept finely all night, this is a fine breezy morning, we are making rapid sailing and did all night, at daybreak there was a sail seen far ahead of us which we soon came up to and signalled. She was the Ben Ledi from Glasgow for Sydney, left one day before us, she is a merchant vessel and although she had up every available piece of canvas we soon passed her and left her far behind for we are making very swift sailing this day, the wind is just right astern of us and a good gale with bright sunshine. If we just had three weeks like this day we would be looking out for Dunedin, our bearings today were Lat.  $41^{\circ}19'S$ . Long  $35^{\circ}18'E$ . distance 246 miles. towards the evening the sea has got very high and rough, the vessel is shipping seas frequently, several parties have got thoroughly wet, towards the evening the wind lowered but is still pretty fair at 9 p.m. when we went to bed.

Thursday 28th.

Rose at 7 a.m. Slept very badly last night as the vessel made awful rocking on account of the wind having settled greatly. My bones were actually sore this morning just with such jolting, this morning is pretty fine but just a little sharp up on deck. We have a pretty fair breeze with us and we are making good way, the sun is commencing to shine out and we are looking for a good day, the vessel is rolling so terribly that you could scarcely sit on your seat without holding on to something, our bearings today were Lat.  $42^{\circ}22'$  S. Long.  $41^{\circ}23'$  E. distance 285 miles. we expect to have the wind steady in this point for some time which is the most favourable it could be in, we are in sight of no vessels today, this day has been fine and breezy throughout but it got very cold towards the evening. Nothing of any importance took place today. Went to bed at 9.30 p.m.

Friday 29th August.

Got up at 7.30 a.m, slept better than on the previous night although the vessel rolled furiously, the wind is not so strong today, there is a damp cold fog all day with very little sunshine, it is cold and chilly up on deck except you were well fitted out for the cold. We are not sailing so well today, there was no reckoning put out today, the sun being obscured all day they could not determine their position, towards the evening the wind got brisker and is still in a very favourable point, retired at 10 p.m.

Saturday 30th.

Rose at 7 a.m. slept well last night, the vessel was very steady, going fast this morning, very windy and blowy, we are actually flying along. As the day advanced the gale increased greatly so that they had to take down half of the sails, it has got very wet and rain driving with the wind. Our Lat today was  $45^{\circ}55'$  S. Long.  $51^{\circ}58'$  E. distance for 2 days 473 miles. this evening got very wet and cold, the sea was rolling mountains high. However it settled at night somewhat, went to bed at 10 p.m.

Sunday 31st.

Got up at 7.30 morning very cold and frosty with very little wind, the air is very penetrating, no service was held on deck today it was so cold, we are making very little progress today, the wind being partly ahead of us. We are today in Lat  $43^{\circ}42'$  (S) Long  $55^{\circ}56'$  E 174 miles. We had service tonight below by an old Wesleyan layman, went to bed at 10 p.m.

Monday 1st September.

Rose at 7.30 a.m. Morning very cold and wet but the wind is more favourable than it was yesterday and consequently we are making better sailing, but the weather is so cold and wet that one can hardly go up on deck at all, several people have got seriously hurt by the vessel giving sudden lurches and them being thrown off their seats. One old man got his shoulder dislocated by a fall. Today's bearings were Lat.  $44^{\circ}42'$  S. Long  $60^{\circ}24'$  E. distance 205 miles, this day was very cold and

wet throughout with sleet flying, the sea was very rough, the waves rising mountains high and frequently sweeping the deck but we are getting along very well after all. We saw a whale pretty near us today or rather part of it for it was not all visible. I was thinking today on the harvest in the old Country that it would now be going on rapidly. Went to bed at 9 p.m.

Tuesday 2nd Septr.

Rose at 7.30. Morning somewhat finer but very chilly and penetrating but we could do with more wind if we had it. However we are making just a little headway. Our reckonings today were Lat  $44^{\circ}49'$  S. Long  $66^{\circ}56'$  E. distance 241 miles. it is rather cold just now to remain up on deck very long but we would gladly put up with the cold in order to get along speedily for after all a ship is not a pleasant place to be. However if I had proper food and accommodation I could enjoy the voyage pretty well. Nothing important occurred today. Went to bed at 10 p.m.

Wednesday 3rd.

Got up this morning at 5. Morning very cold and breezy, our vessel is flying along at the rate of 13 knots an hour, the wind is very favourable. If we had just a fortnight of such weather it would put us near the shore. It is just 9 weeks today since we came on board but of course we did not sail until Friday. I was just thinking that if Robert left by the Chimborago and if he gets a prosperous voyage he will be there

nearly as soon as us. if the wind favours us from this forward we expect to land about the 20th of this month, this day is fine and windy with some bright sunshine, but a person feels very cold when up on deck. Our bearings today were Lat  $44^{\circ}53'$  S. Long  $78^{\circ}0'$  E. distance 257 miles. There was a great row today between the first mate and the boatswain about the latter not making the men do their work, the mate hauled him up before the captain and he was reduced to the rank of an A.B. seaman, the first is an extremely nice man with the passengers but a regular tyrant on the crew. This day was cold and breezy throughout but very favourable for sailing, in consequence of the high winds we have a very weighty sea behind us, waves mountains high. Went to bed at 9 o'clock p.m.

Thursday 4th Sept.

Got up at 7.30 o'clock after a very bad nights sleep for we were rolled from one side of the bed to the other the whole night that I was actually tired when I got up in the morning. This was owing to the wind being directly astern of us, this morning is fine with a light breeze but very chilly and cold when one is not in action but the vessel is doing pretty well. Our bearings today were Lat  $44^{\circ}49'$  S. Long  $79^{\circ}20'$  E. distance 269 miles. it kept up a good breeze all day but got rather calm about night. Was censured this morning by the doctor for being out of my place, viz our speaking to a certain female friend, just the third time I got speaking to her since I came on board and all of these stolen opportunities for the

doctor is a most tyrannical man , but the chief mate did me many a favour. He is very kind to me and so is the passengers steward and third mate, the passengers steward stood to me well several times this ended this days proceedings, went to bed at 10 p.m.

Friday 5th September.

Rose at 7.30 a.m. got a fearful bad nights sleep for the wind was dead aft all the night so the vessel rocked terribly, this day was pretty fine with a good breeze with some slight showers, air damp and cloudy, some occasional gleams of sunshine but withal cold up on deck. Our vessel is sailing well today but she did not sail so well all night. Our bearings today were Lat.  $44^{\circ}53'$  S. Long  $85^{\circ}0'$  E. distance 240 miles. early this morning a full rigged ship was visible ahead of us, as the day advanced we gained on her greatly and at noon we were upsides with her, we signalled her, she was the Jessie Readman, one of the same company's vessel as this bound for Auckland with passengers, left London 4 days before us, as soon as we signalled the name of this vessel they hoisted more sail in order to increase their speed. it seems that the captain of the Jessie Readman was first mate on this vessel during her last voyage, that was the reason that they wanted to pass us but it was all of no avail for we soon left her far behind and we dont expect to see her any more. Meantime the vessel drew so near to us that I read her name distinctly with my old telescope which I found very useful during the voyage for

scanning vessels but one cannot look right steady on account of the motion of the vessel. But to return just a little before we left her she drew so close to us that they saluted us with cheers and waved caps and handkerchiefs freely, there seemed to be a vast crowd on board of her, the deck was crowded. This day has been pretty good all day, we made fine sailing, about 11 knots an hour steady, the wind is at present very favourable. Went to bed at 9 p.m.

Saturday 6th Sept.

Rose at 7.30 a.m, slept somewhat better than on the previous night, the sea was running very high all night and we were going at a good rate before the wind, frequently during the night she shipped seas, one wave swept a canon off the deck over to the other side of the vessel, there was another birth on board last night, the 5th altogether since we started. This morning is pretty fine, a good gale still continues, we have occasional whiles of sunshine but frequently small showers. today we had a snug shower of hailstones but it did not last long. We had a great bit of a campaign with the doctor today. He came down to our apartment to see that the work was properly done and censured a lad for not scraping, the lad is lame and unable to stoop, the doctor would compel him and the lad still refused telling him that he was unable and went to pass the doctor when he caught hold of him and began to shake him violently cursing in the meantime like a



wild wretch which he is, several of the passengers threatened to kick the doctor and one a Scotsman out of our mess proceeded to do it, Had not the doctor made upstairs pretty quick. The boys father who is a very respectable man has threatened to take an action against the doctor as soon as we land and has got the names of several witnesses to witness in the prosecution, this day continues favourable throughout, the wind is keeping up very steady, our bearings today were Lat 44.49.S. Long 91.54.E. distance 302 miles, this is very good sailing, this last week has been the best on an average that we have done yet, if this weather lasts we will land in another fortnight or perhaps a little less. Went to bed at 10 p.m.

Sunday 7th Septr.

Got up at 7.30. Morning very fine but somewhat cold, after breakfast got fitted out and answered our names on deck before the captain and doctor, there was no service held on the quarter deck today on account of the cold, but the minister conducted service for the single girls in their own apartment, it is remarkable how many have got sore hands, something like chilblains only that they beel. I suppose over 20 men in the single mens apartment have sore hands, the smallest jag or scrape cankers with the salt water and the cold and nearly half of them have got sore throats. I had a very slight touch myself but it is never worth mentioning, a person would require a good woollen cravat for their neck and I feel my

feet joining to get somewhat sore by reason of the cold, but I think it wont be getting any worse. I often felt far colder weather at home though we had several showers of sleet but when a person is sitting or standing about the deck the cold seizes on them greatly. However this day is not so cold as some of them, the sun is shining beautifully, it is just like a harvest day, our bearings today were Lat  $44^{\circ}.58^{\prime}$  S. Long  $98^{\circ}.42^{\prime}$  E. distance 280 miles. This is the 10th Sabbath for us to spend on board this vessel and I think that 2 more will do us or perhaps less. I am joining to get tired of it though I did not think before coming on board that I would take with it as well, this day has continued fine throughout, we had a service down in our apartment at 7 p.m. This being my night on watch from 8 to 12 I did not get to bed till after 12 p.m.

Monday 8th Septr.

Got up at 8.30 a.m. felt in very good health, this morning is fine and breezy, we have a good side wind, consequently the vessel is very steady, we are making splendid headway but I fear the wind is shifting too much ahead of us and if so it wont be favourable. Our bearings at present are Lat  $45^{\circ}.11^{\prime}$  S. Long  $104^{\circ}.24^{\prime}$  E. distance 250 miles. As the day advances the wind still shifts more ahead of us but does not seem rough as yet, we are still moving forward nicely but at 6 p.m. the sailors joined to talk of a storm although it was still fine.

More than half the sails were lowered speedily. At 9 p.m. it joined to blow very hard and the sky got very dark and cloudy, it continued rough until I went to bed at 10 o'clock p.m.

Tuesday 9th Sept.

Rose at 8 a.m. felt rather unwell this morning, it is a fearful wild morning, the wind is blowing a perfect hurricane and driving sleet, it was a wild night all night, there was not a single sail left up on the whole vessel except one small one. We are not moving an inch forward at present and did not all night, it is something fearful to go up on deck today, a person could not keep their feet, the sea is rising in perfect mountains and sweeping the decks, the vessel is just like a regular skeleton without a single sail except one, it is now 12 o'clock and no appearance of any abatement, this is the wildest day that we have had yet, in fact I never saw a wilder day in my life, but perhaps it will please Providence to allay the tempest soon. At present 12.30 the wind seems as if it would take the very masts away whilst the sleet would almost blind you. At 1.30 the wind joined to settle a little but kept up a strong gale until 3 p.m. when it settled greatly but the sea remained high. There was no sailing made up to this time, she was just drifting about but the sailors hoisted some canvas now and we are moving along slowly, it is very cold and chilly at present with snow showers falling fast. by

reason of the sea being so high the vessel was very unsteady and shipping seas frequently. A person is in great danger of getting serious hurt, there was an old man nearly killed this evening, he was up at the cookhouse for his tea and there came a fearful wave overboard and swept him across the deck with such violence that it knocked him against an iron post and fractured his thigh bone and split his knee cap in 6 places and gave him a fearful cut on the head, the doctor says he will be a cripple for life. The same wave swept more than 12 persons along the deck and half drowned them. There was no reckoning put out today in consequence of the sun being obscured. Went to bed at 10 p.m.

Wednesday 10th Sept.

Rose at 8 a.m. Morning a bit settled but very cold, plenty of hard snow showers falling, the air is very penetrating, in fact this day is the coldest that we have had yet. we saw no sun this 2 days consequently there was no reckoning put out today either. we are sailing none at all today as the wind is almost directly ahead of us, there are vast flocks of albatrosses flying around us, the doctor caught two of them this evening. One of them measured 7 feet from tip to tip of the wings. Nothing important occurred today, went to bed at 9.30 p.m.

Thursday 11th Sept.

Rose at 7.30 a.m. felt very cold as our beds are just directly opposite the hatch, in fact the cold was so intense that we could not sleep, then the vessel rolled so much. When we went up on deck this morning it was covered with snow and parties were bringing down balls of it, this is a terrible contrast from what we had some seven weeks ago when the sun was boiling the pitch out of the seams between the boards on deck. This day however appears somewhat settled, the wind has shifted around more in favour of us and it is not near so stormy as it was yesterday, the sun is shining out beautifully consequently got taking their observations. We are now in latitude  $45^{\circ}.13'$  (S) Long  $115^{\circ}.5'$  E. distance 710 miles, this takes in total for 3 days, we are now sailing a little better. This evening turned out very showery, great showers of hail falling, at one time the deck was covered about 3 inches deep so that it had to be shovelled off. Went to bed at 9 p.m. feeling very cold.

Friday 12th Sept.

Rose at 7.30 slept but poorly all night for it was fearful stormy, there was a dreadful wind and the sea was very high so that she was continually shipping seas but it is finely settled today but the sea is terribly agitated after last night, the waves are rising like regular mountains, in fact you could never imagine they could be piled up so high, the wind is in our favour and we are going along rapidly. We have

fell in with a current and the vessel is flying along with scarcely any seas at all, the sun is showing beautifully today. our present reckonings are Lat  $45^{\circ}.25'$  S. Long  $121^{\circ}.41'$  E. distance 280 miles. this day was pretty fine throughout but we had a very heavy sea. It is quite dark at 5.30, we always get our tea at 6 p.m. which constitutes our supper. retired at 9.30 p.m.

Saturday 13th Septr.

Rose as usual at 7.30 a.m, got scarcely any sleep last night for it was pretty rough but this morning is somewhat settled, but we have a fearful high sea. We are making fast sailing just now, the wind is very favourable and also plenty of it. our bearings today were Lat  $45^{\circ}.38'$  S. Long  $129^{\circ}.15'$  E. distance 315 miles. we enjoyed a fine breeze all day, however it settled somewhat about 5 p.m. There was a young infant died today and was thrown overboard, the mother is also very ill today, she had to get food by injection. We had what is termed our weekly concert tonight which consisted of singing but I never went near it. got to bed at 10 p.m.

Sunday 14th Septr.

Rose at 7.30. Slept pretty well all night, the vessel was pretty steady, this morning is very fine, the sun shining out beautifully. At 10 a.m. we all answered our names on deck before the captain and doctor, there was no service held on deck this morning as the air feels pretty chilly, our bearings

today were Lat  $42^{\circ}9'$  S. Long  $134^{\circ}29'$  E. distance 220 miles. this day was fine throughout with a moderate breeze, nothing of any great importance occurred today. This evening I received a great favour from the chief mate. He has shewn me great kindness on several occasions in fact all the ships officers are very friendly except the doctor and passengers cook which are both regular bears. We had service as usual at 7 p.m. in our apartment, retired at 11 p.m.

Monday 15th September.

Rose at 5.30. Slept well all night, this morning is fine, washed some clothes and got them pretty well dried and also pretty well blackened with coom of coal, towards noon the breeze freshened and we are flying along at the rate of 13 knots an hour, our position at noon was Lat  $47^{\circ}7'$  S. Long  $140^{\circ}0'$  E. distance 234 miles. We are now off Tasmania as our Latitude and Longitude will indicate. We feel very comfortable today, the vessel is very steady. Retired at 9 p.m.

Tuesday 16th Sept.

Got up at 7.30. Morning fine, some talk of us getting up our boxes today but the morning was rather unfavourable as it began to get a little damp and cloudy so we didn't get them up. I think they purpose hauling them tomorrow, if they do I will put in some clothes. we are not sailing so well today as the wind is very low. Our bearings today were Lat  $84^{\circ}8'$  S. Long  $145^{\circ}33'$  E. distance 249 miles. There has been a list of complaints drawn up on board by some of the passengers regard-

ing the treatment they received on board, they are getting a vast amount of signatures. Nothing of any importance occurred today. Retired at 10 p.m.

Wednesday 17th Austr.

Got up at 7 a.m, slept soundly all night the vessel being remarkably steady, this day is pretty fine and warm but the wind is rather unfavourable for us at present being nearly ahead of us, However we are moving along considerably, our position at present is Lat.  $48^{\circ}49'$  S. Long  $151^{\circ}41'$  E. distance 222 miles. A paper bearing testimony to the able manner that the doctor has conducted the affairs of the vessel and showing how well he has discharged his several duties was brought round to get signatures. More than half the single men refused to sign it. I did not sign it myself but I signed the other paper of complaints that was got up, I suppose over 80 signatures were attached to this paper in the young mens compartment, nothing important occurred today but just while I am writing this the cry came down here, a man overboard. I thought it was only fun but I very soon discovered that it was too true, all was now the wildest excitement, I ran up on deck as quick as possible and I could see him out at a great distance on the waves rising but fortunately the sea was very calm for if it had been rough his chance would have been poor although they had thrown him a life buoy. He was as far out as from that to Beltony School being carried, then the man at the helm immediately put the ship with her head to the wind and



brought her to a standstill. Of course she still kept under way for about 5 minutes. All this time the sailors were engaged in launching the lifeboat which they did with great despatch. About 6 sailors together with the second mate put off to the rescue and I never saw anything done with such rapidity, as they went out to him the boat actually flew along, they were not over 3 minutes reaching him from they put off, though the tide had now carried him half a mile from the vessel. He was immediately picked up and then what a cheer arose from the crowd of spectators on deck which was heartily responded to by the waving of hats from the sailors on the little boat, they were soon back at the vessel. He was quite strong looking when he came on board but blood was issuing out of his mouth and nose. The accident occurred in this way, he was standing on the outside of the poop deck cleaning it, I mean outside of the vessel altogether and he missed his footing and dropped into the water. Some of the single girls saw him and raised the alarm, the captain immediately flung him a life buoy, it floated far out from him but he was a very good swimmer and soon caught hold of it, he was one of the sailors. During this excitement the single girls were locked up for fear they would be in the way. He was able to join his business in a few hours after he came on board, this terminated today's business.

Thursday 18th September.

Got up at 7.30 morning pretty fine but the wind rather unfavourable being nearly ahead of us so that we are making very poor sailing. our present position is Lat  $48^{\circ}.17'.S.$  Long  $153^{\circ}.41'.E.$  distance 106 miles. it will take us a long time yet if we dont get fairer wind. Just now at 6 p.m. the wind has got nearly right ahead of us and is rising rapidly, the sails are being nearly all lowered and preparations are being made for a storm. As I mentioned of the paper of complaints that was got up, tonight they called up the two young men that was carrying it round for signatures, these were brought before the captain and threatened with being put in irons if they would not immediately throw the papers overboard, so they sooner than be put in irons threw them overboard but this was only in order to intimidate them for they dare not put any person in irons for the like of that. Retired at 10 p.m.

Friday 19th September.

Rose at 7 a.m. slept well all night, this morning is very dull and damp, we are today becalmed making no progress at al, at daybreak this morning a foghorn was heard belonging to some vessel passing us. She must have been a steamer for judging from her position as the horn blew at intervals she was going at a good rate and it was not the wind was driving her for there was none at the time the horn was blown by us. All day

there was a close fog, we are sailing none at all today for there is hardly an air and whatever is coming is right ahead of us. There is a great cleansing up being made, the whole vessel is being washed outside and inside, all the paid passengers on duty today refused to wash the inside of the vessel or the sides of the bunks, consequently there was a regular row and the doctor came down and reasoned the affair with them but they held out firm and refused to wash or perform any extra duties more than what they had done all the time. The result was that the parties held out and did not do it. Our bearings today were Lat  $47^{\circ}.44'$  S. Long  $154^{\circ}.49'$  E. distance 56 miles. This day was very calm and dull throughout. Went to bed at 10 p.m.

Saturday 20th September.

Got up today at my usual hour, morning somewhat more breezy, ship sailing a little better. Great preparations are being made for the vessels arrival, every part of the vessel is being properly washed. our position today is Lat  $47^{\circ}.48'$  S. Long  $158^{\circ}.33'$  E. distance 143 miles. We had an investigation today on a piece of pork that was brought to our mess for dinner, it had a very bad smell and under the skin it was all big blabs of water like measles, so the whole mess condemned it unanimously and determined to show it to the doctor. Accordingly Alexander and another young man out of the mess took it to the doctor and he said it was good enough so he brought it to the captain and he examined it and said that there was

nothing wrong with it, but that he would give us something to growl about when we would reach the other side. He ordered the steward to nail up the barrel and put it down in the store and let no more come out of it till we would land and he also kept the piece of pork but I think it was only to intimidate us from making any more complaints, they cannot possibly punish us for the like of that for he the doctor told us if we had any complaints to make to come to him and make them, but every movement is threatened with irons, a person has got to suffer and be calm in a place like this, this was all that occurred of any importance today. Went to bed at 10 p.m.

Sunday 21st September.

Got up this morning at 7.30 a.m, morning pretty fine, got on deck and washed myself, there was a nice breeze right astern of us. At 10 a.m. we all appeared on deck and answered our names, no deck service was held this morning either, this is just the 12th Sunday for us to be on board this vessel and I think it will perhaps be the last at least I hope it will, we expect to sight land tomorrow and be in on Tuesday. Our bearings today are Lat.  $48^{\circ}2'S$ . Long  $162^{\circ}13'E$ . 148 miles.

At 11 a.m. a splendid breeze broke up and we are now going at a great rate. if we keep up this rate we will be on shore on Tuesday, nothing of any importance occurred today, we had service at 7 p.m. as usual by an old Wesleyan layman, this terminated this days proceedings. Went to bed at 10.30 p.m.



Monday 22nd September.

Rose at 7 a.m. Morning very cold, wind nearly ahead of us so that we are on the wrong tack altogether. We had a great days cleansing today, I expect that it is the last day that I will be on duty on this vessel. A great rumour was afloat today that land was visible but I dont believe a word of it for I think at this rate it will be near the end of the week before we be in. Our bearings today were Lat.  $47^{\circ}37'S$ . Long  $166^{\circ}54'E$ . distance 188 miles, this day was fine and dry throughout but rather cold, the captain was on the lookout all day, nothing however was visible. Went to bed at 10 p.m.

Tuesday 23rd September.

Got up at 7.30 a.m. Morning cold and dry. Just at 10 a.m. there came a rumour downstairs that land was visible right ahead of us, and sure enough there was a speck just like a little cloud away on the dim horizon scarcely preceptible, but it gradually became more visible until at 1 p.m. it was seen to be a terrible ridge of rocks standing up in the midst of the sea. The sight of them now was something majestic for we are quite close to them, they stretched along for miles, some of them towering up to the clouds, they seemed very precipitous, they are not marked on any maps except some for the use of mariners and they are called the Snares. When our position at noon was determined these were 8 miles East of us. Our position is Lat.  $48^{\circ}20'S$ , Long  $166^{\circ}20'E$ , distance 220 miles. it is expected that we shall reach Port Chalmers some time

tomorrow, the reef of rocks have totally disappeared as they have put the ship about to shun the Snarcs and it is thought that the next tack will run us right up to where we will be signalled and get a tug to haul us into Port Chalmers which is 9 miles from Dunedin, this day passed away much as usual. Went to bed at 10 p.m.

Wednesday 24th September.

Rose at 7.30 morning damp and wet, wind very unfavourable, this day was very dreary, as we were now nearing land we were somewhat impatient, at noon however, the wind shifted round in favour of us and the mist cleared off finely, we now got under way and kept up a good rate all the remainder of the day. our position at noon was Lat.  $48^{\circ}25'$  S. Long  $167^{\circ}16'$  E. distance 156 miles. We expect to get into Port Chalmers tomorrow if the wind favours us at all, this was a great nights sport after supper time, retired to bed at 10.30 p.m.

Thursday 25th September.

Rose at 5.30 a.m. got myself prepared and went upstairs, land was fairly visible away just like a cloud on the horizon, seemingly a ridge of high hills skirting the horizon but we are partly becalmed for there is scarcely an air of wind to swell a sail, if it does not brisk up a little we wont reach Port Chalmers today, but it is a very lovely morning, scarcely a cloud to be seen on the sky. At 10 a.m. it became a very warm day for the season, not a ripple was to be seen on all the vast expanse before us, we lay fairly becalmed within

sight of the coast. This state of things continued all day and when it grew dark we did not seem to have made the slightest progress, they were constantly

Friday 26th September.

Rose at 7 a.m. Slept very badly all night owing to a vast deal of people stopping up all night and keeping up a great noise, this morning is very wet but there is a little more wind although not coming in a favourable direction for us. However we expect to get anchored some time today. However we dont know. It is four days since we sighted the Snares and we had only 12 hours good sailing after that if things had gone on well but the wind was very unfavourable when we had it and very often we had none at al. This day just passed round like the rest and night settled down on us within sight of land. Went to bed at 10 p.m.

Saturday 27th September.

Got up at 7.30. Land seemed very near, they put the vessel about for it and by 11 a.m. we were at the point where they signal for a pilot, they soon signalled for a pilot and in less than an hour there was a little vessel seen making towards us. They soon came up to us and the pilot got on board, they then returned and the steam tug came out for us.

By 12.30 we were under way led by the tug. The scenery on either side was grand, high hills rising abruptly from the sea shore, all covered with little shrubs or rather small trees very bushy and green looking to their very summits. All up these hill sides on either side of us were pretty white houses and little patches of gardens, while through the breaks in the trees were pretty green places shining out and cattle grazing upon them. This continued on either side of us to Port Chalmers a distance of 5 miles. The bay all along was not more than a mile wide or scarcely that and very thickly interspersed with sand banks running almost across it so that you would almost wonder how a vessel could go up at all but all the shallow places are marked with buoys. At 2.15 p.m. we dropped anchor at Port Chalmers after a voyage of 85 days. On the whole we had a prosperous voyage and this day is splendid lying on the water outside Port Chalmers. there is not a ripple on the surface. it is thickly covered with little boats some on pleasure and some on business. As soon as we dropped anchor the Government Inspector came on board and Customs officers, in fact it was terrible to see what a number of swellish looking officials came on board and others looking for friends all in great looking style, in fact there was the greatest emotion at all on board all evening. Some of the passengers went ashore in little boats of which there was any amount proposing their services. They charge one shilling for taking one on shore only about 200 yards. A deal



of the passengers got letters from their friends at home. Several newspapers that came on board gave fearful bad accounts of the state of trade in New Zealand and several letters corroborate the same. But now a word about Port Chalmers, it is just shut in between two lofty hills rising precipitously to a terrible height. There seems to be a considerable number of houses, some of them very handsome, a very nice church and a steeple, considerable little docks and 7 or 8 large vessels lying at anchor. The Nelson that sailed a month before us is lying here. Nine of her passengers stopping at a hotel in Dunedin were burned to death when the hotel caught fire. There is a mason on this vessel working his passage out and his brother was one of the unfortunate 9, they also lost a seaman on the passage by him falling overboard, viz. the Nelson. We expect to get on shore on Monday, pretty early. accounts are very bad at present, however we will know more pretty soon. I learned much to my vexation that the mails for the United Kingdom left yesterday, so I guess we must wait for another fortnight before we get sending a letter. Retired at 10 p.m.

Sunday 28th September.

Rose at 6 a.m. Morning very fine and vast crowds of people coming on board, it was like a regular fair on board what colonists were coming, parties met friends here that did not see them for 10 or 12 years. A vast deal of letters were

received by the passengers, some from home and some from their friends in the Colonies, one thing was remarkable regarding the appearance of the Colonists who came on board, they were all very fair skinned, red faced and very robust in appearance in addition to being stylishly dressed, there was a general appearance of plenty to eat and wear notwithstanding the bad reports coming out of the Colony. We had service today on the poop deck, the first time it was held here since we started. The young women were permitted to go through the whole vessel today to see it, this was the only time that this privilege was allowed them. We expect to get on shore tomorrow early but how we will proceed time will tell. retired at my usual hour.

Monday 29th September.

Rose this morning at 2 a.m. it being my turn to watch, every preparation was now made for our disembarkation. As soon as it was clear the vessel was alongside the wharf, and the trunks began to be hauled up, the morning was very wet. All the free emigrants trunks were put in separate carriages for to be sent to the Depot so I managed to get ours sent there to. By 12 noon we all started in the train for Caversham Depot, the railway carriages are on an improved system there, no third class, all first and second and you could go from one carriage to another along the whole train. The railway winds around the river side the whole way from Port Chalmers to

Dunedin sometimes tunneled through immense rocks, the hills standing up a fearful height on either side and the curves so sharp it is almost a half circle. At 1 p.m. we arrived at the Depot, a huge wooden structure of immense size and very grandly finished outside. We all selected our beds or rather our bedsteads for we had to bring our bedding with us and also our tinware. After dinner we walked into Dunedin which you can do in 20 minutes. Dunedin is a large, there are some terrible high hills all around it and it is no uncommon thing to meet a wagon drawn by ten horses the hills are so steep in places. It is the greatest place of driving buses I ever saw, you would meet them in threes and fours flying along from Caversham to Dunedin. I had almost forgotten to state that there are no paid passengers allowed in the Depot but after all there are plenty of them in it but if the governor knew it he would turn them out. However it is better than paying one pound per week and you could get no board and lodging under that in Dunedin. But now about Dunedin. I thought when I would enter it I would find civilization in the background, but is quite the contrary, everything seems far ahead of any of our home cities that I have seen. There are some magnificent buildings in it and great warehouses gaily decorated. The streets are finally finished with asphalt pathways and tramways running in all directions, some drawn by horses and some driven by steam along the streets. The steam

cars all consume their own smoke and to look at them flying along you would not know what was propelling them. The people all dress terrible gay here and they have the finest colour in their faces I ever saw. I think that it is the healthiness of the climate that imparts to them such a fresh appearance. Another remarkable feature in connection with the Colonists as far as I have met is they are very obliging and speak very friendly to one. No matter what you ask them they answer you in the most obliging manner and they don't stare at one such as they would do at home. All the new arrivals are called new chums but they wont know every new chum for the dress of all that I have seen, men and women, is the same as we have at home and they wont pass a bit remark on you except you be standing staring all around you in bewilderment. There are some magnificent churches in Dunedin. Dr. Stewart whose name you might have seen on the missionary papers, has a splendid new church built of limestone and white free stone as white as snow. I paid a visit to Dr. Stewart this evening and had a long chat with him. He is a very nice gentleman and how cordially he received me with such a hearty shake hands that you could not but feel at home for the time being for he spoke in such a homely way and gave me the greatest possible encouragement which I found very seasonable for times have not been so dull I am told this 20 years, in fact there is nothing at al to be got and plenty of men who have been in the country



for years going about idle. However everyone gives great encouragement saying that times are just on the turn and there will be plenty of work shortly. It is early in the Spring yet, they are just planting the potatoes at present. It might not be wrong to say a word regarding the New Zealand potatoes, as far as I have got they are of immense size and of excellent quality just like black potatoes in shape and quality. After parading through Dunedin all day I returned to my quarters both tired and discouraged.

Tuesday 30th September.

Got up at 6 a.m, after breakfast walked into Dunedin and scampered about looking for work but could not get a turn at all of any kind of work nor can one in the whole vessel. However several parties were engaged today at the barracks or depot at from \$45 to £50 per year all found. But it is little men they require just now and the names of all the free emigrants are on a sheet which the barrack master has and whenever there is a man or two required he selects them off this sheet. In this way a paid passenger has little chance, in fact they are the worst off in every respect of any. But if a man that is sober and steady had once got a start here there is no fear but he will do well for if strong drink is the curse of the old Country it is doubly so here, in fact a man that drinks here wont get a turn to do. Plenty of our shipmates got drunk the first night they were here and were



put in the lockup and fined one pound, in fact several of them have not been sober at all since they set foot on shore and some of them, 3 or 4 at any rate got all their money stolen from them and are now left without a penny at all. They fought here the first night and broke 4 or 5 windows. The man that is cook here is an old Countryman, in fact a neighbour of our own, he is Henry Rogers of Glassmullagh a brother of the fellow that was married to widow McBrien's daughter, his wife is McGrath from near Dragish Chapel. He knew me as soon as I came here and had the greatest welcome at all for me. I used to meet him often at Doherty's forge, he knew Samuel when he was teaching in Calkill. He says I am the first person that ever he knew since he came to this country. He is remarkably friendly to us and has done us many a favour unknown to the rest for if it was known it would put him out of his situation. This evening we received an invitation to attend a prayer meeting in a Baptist Chapel close by. 5 of us went and oh what a hearty welcome we met with from all present. The minister brought us to the very front seat and during the service returned hearty thanks to the Giver of all Good for bringing us safely across the mighty deep. Several members prayed for us and one of our little party at the request of the minister led in prayer. We had altogether a nice meeting, in fact the true spirit of Piety was there, there was nothing cold about it, you could just

feel at home. When we were leaving several men, in fact as many as could get near us stood in a line to shake hands with us, many of them appearing to be great merchants. They all gave us wholesome advice, great encouragement and a very warm shake hands such as a real Christian would give, very unlike any that I ever got in Ireland. After this we came to our quarters greatly comforted and retired to bed.

Wednesday 1st October.

I will just devote this little space to a description of the country as far as I have seen it. It is very hilly about Dunedin but very nice looking houses nearly all of wood but very nicely painted and erected on the sides of the steep hills. But in Dunedin there are very many great buildings of white free stone richly sculptured in fact Dunedin is a far greater place of importance than Derry. With regard to the trees and shrubs there are plenty of them, whin and broom, the whin bushes and broom are now in blossom and dandelions dockins and primroses all in full bloom. The apple trees are also in blossom. But there is a peculiar kind of tree evergreen with dark glossy leaves like laurel and they are just putting on the bark instead of the leaves. The weather is just like April at home, some weighty rain and plenty of bright sunshine but the roads are very soft and dirty. The other morning I was awakened at an early hour by a blackbird singing, there



are plenty of them here and the lark is singing merrily every day. Plenty of little birds, just the very same sorts that we have at home, bullfinches and whin sparrows but I did not see any bees yet, but there may be for aught I know. In fact everything is just nearly alike about Dunedin to what it is in the old Country only it is a little more hilly. But several miles away up there are immense plains but life may be quite different there from what it is about the Town. But how we will get along time will tell. This much I know that Providence has brought us safely hither and we will trust Him for the future.

(signed) William Clarke.