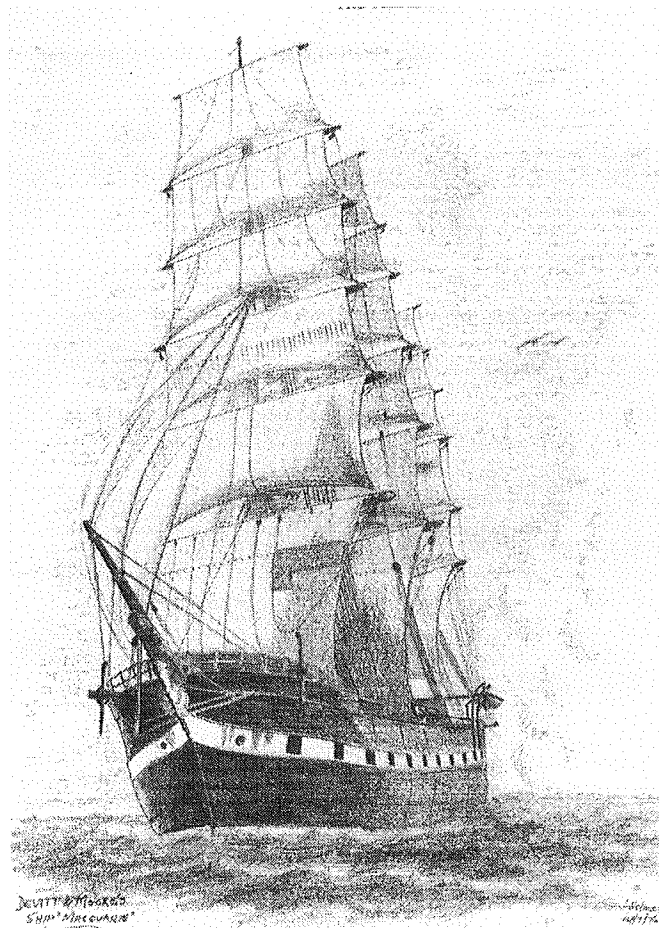


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# **VOYAGE OF JOHN FORBES CARSWELL 1ST MARCH 1883**

**Description of voyage to Queensland per "S" Maulesden 1st  
March 1883**

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**Edited from the Original hand-Written Diary of John Forbes Carswell  
1849 - 1927, By Elaine Mary Davis (nee Carswell), Great Granddaughter -  
Mar 2001**

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## **FOREWORD**

This is the account of the journey of migration of a Scottish family, from Dundee in Scotland to Maryborough in Queensland Australia. It is derived from the handwritten daily notes of the progress and events of a voyage to Australia from Glasgow on the Clipper, the "S" Maulesden, during the period 1 March to 16 May 1883. The text has been edited from the original handwritten diary of John Forbes Carswell 1849-1927, by Elaine Mary Davis (nee Carswell), his Great, Granddaughter.

Elaine Mary Davis (nee Carswell)  
March 2001

## **JOHN FORBES CARSWELL**

**BORN:** 15 JUNE 1849, LINDISSERON SCOTLAND

**OCCUPATION:** ENGINEER

**MARRIED:** MARY AIKMAN KIDD, 19 JUNE 1874  
AT THE AGE OF 25 YEARS

**DECEASED:** ROCKHAMPTON QLD. 18 AUGUST 1927  
AGED 78 YEARS

Left the Tay Bridge Station Dundee 7-20 am on Monday morning the 26th of February 1883. We arrived at the Standard Hotel GLASGOW on Monday 25th. Feb and expected to sail on Wednesday 28th. But as the ship was not ready, we remained in the Hotel until Thursday the 1st of March. We had an early breakfast and got on board the Steamer DRUMEDARY with all our small luggage. We were taken down to Greenock and landed along side the ship MAULESDEN and got aboard, examined, got the number of our berths and were expecting our dinner which unluckily we got after waiting before 6o'clock, which served both as our dinner and supper. After the DRUMEDARY left us, we were taken in tow by a fine powerful steam tug, which kept with us until Saturday at half past one pm, bringing back a number of letters for our friends. In fact it was the last thread that bound us to Auld SCOTLAND.

Severed, we then set sail and went dashing through in fine style. We saw 5 different vessels on Saturday. Weather was fine but sea rolling a little, then getting on deck on Sunday morning work was going on very busy amongst the sails, it being pretty rough. We saw another 5 vessels and spoke to one of them, which was close alongside. It continued very rough all Sunday night, and Monday the same.

We entered the Bay of Biscay on Sunday about 4 o'clock in the afternoon. It was very rough and suffered several heavy seas, one man being rather severely hurt, being dashed up against bulwarks and having a number of his teeth knocked out. Several others got a good drenching at times. About 3pm on Monday we saw a fine specimen of a shark or dolphin which kept along side for a considerable time, diving and skimming along the surface. About 8pm we went to our hammock still rolling heavily and fearing a storm. Yards were squared and we dashed along like the mail.

Tuesday morning got up about 7-30 after a very rough night. Made from 13 to 15 knots an hour all night. At nine o'clock we were on the Spanish Coast off Cape Findesteri. Still blowing heavily and ship rolling at the same time, the weather was warm and a good many of the invalids were beginning to get out of bed again after their sea sickness which was very prevalent during the day. Some heavy seas were shipped causing a good deal of fun at times. At 12 o'clock the log registered 323 miles for the last 24 hours being then about 300 miles off the coast of PORTUGAL.

7.30pm still blowing heavily and ship rolling, saw 4 vessels during the day and shot past one like a bird, soon leaving it unseen in the distance. 8:30pm went to bed and had a very restless night of it, vessel rolling heavily all night. Wednesday morning still pretty stormy, shipped some heavy seas, shortened canvas. Gradually got smoother and we got on full sail and soon passed a number of ships in full sail which were scarcely visible in the morning and by 10 o'clock they were all left behind us. None had the least chance with the MAULESDEN.

We had a dinner of salt beef and duff and by all the duff dozes I ever saw, it crowned. Some had it made up like Mortar and others like lead and the bags as full as meet and tie and when dinnertime came the ones that were not burst were burned black and some had to be cut open and were quite claggy. We enjoyed ours very well as we had it baked and done in a dish in the oven like a bun, and dined on deck heartily, but was interrupted by a heavy shower which happily soon was over and we had a fine afternoon.

Saw 7 or 8 vessels and had tea on deck then a fine concert and dancing in the evening while a number of tars took an active part in the proceedings the log showed on an average 14 to 15 knots an hour. At 9pm we retired to bed and enjoyed a good night's rest. On Thursday the 8th March we got up at 7am, had our breakfast and cleaned up our berths. This was a very calm quiet day and we only made from 4 to 5 miles per hour. Saw 7 vessels 3 being on the horizon and going the same direction. This is the clearest day we have had since leaving home, had a few hours getting berths all fitted with shelves. We had some music in the evening to help to cheer up our spirits. I may here add that while the music was going on, there was also a revival meeting at the same time and place. About 9o'clock we turned into bed it being so calm the ship seemed to be at a standstill it being now just 8 days since we left. We have made something like 1500 miles or about the tenth part of our voyage.

It is now Friday the 9th March a fine morning and about 7 o'clock saw a vessel far ahead of us. Made up and spoke to her at 11.30am. Proved to be the ship Carolina which left Glasgow 5 days before us with passengers of wild deer which was wrecked on Irish Coast.

It began to get up squally again and a great many were sick again. On Saturday the 10th March we were in lat. 27degrees5 North, Long.21degrees 57 West having gone 250 miles during past 24 hours.

Saturday 10 March had a stormy night driving on at about 15 knots an hour. Got milder during the day. They made 2 extra sails, known as gaunts, attached on the fore main sheet to help us during our course through the Tropics when there is a calm. The distance at 12 o'clock was 250 miles in Lat. 27 degrees 5N Long. 21degrees 57W. Being a fine day mostly all had dinner on deck. Mostly all the sick turned out as well, as a concert going on full swing on main deck. All the married men busy running with their children stores which generally occupied about one and a half hours.

The weather has been all that could be desired since we left home and now is getting warmer every day, and today the pitch is seen melting on deck some looking out their overhauls, it being so warm. In the evening there was a concert on deck, and for my part the moon seemed to shine more bright and beautiful than ever I had seen before. It looked like a ring of gold and it was pretty to see with some of the beautiful clouds floating between us and the moon. We finished up with a concert below and then retired to rest and, in most cases, we enjoyed the best night's rest since we came on board the Maulesden. We awoke on a bright Sunday morning, when all the more respectable ones seemed to remember that it was God's day and had themselves washed and dressed accordingly, when we had a short service of Psalm & Prayer on deck. I expected to have seen the Captain officiate but I expect some of our fellow passengers being Revival preachers had volunteered their services.

At 12 o'clock we were in Lat. 23 degrees 50N, Long. 22 degrees 28 West, with a distance of 197 miles for the last 24 hours. We expect to be over the line in about seven days. Not a sail of any description seen all this day. All obliged to get on light clothes and straw hats.

Monday was a very calm day throughout. At 12 o'clock the distance was 93 miles in Lat. 22degrees 29 North Long. 23degrees 18 West with all canvas set and as smooth as a lake. We made arrangements to have a few concerts and amusements. Occasionally, our Revival friends being very much against such things heard one say that by singing a song you was serving the devil. The wind rose a little during the evening and we sailed on pretty smartly all night, put on heavy sails to be ready for Trade winds. A short supply of bread amongst the young men and a lot of quarreling amongst married folks as some would have liked to got all instead of their share, while others seem always content and thankful for what they get.

Tuesday morning and all seems well amongst us. A very fine day and wind pretty favorable. At 12 o'clock we were in Lat. 19degrees 10N, Long. 21 degrees 56 West, with a distance of 214 miles. Had lime juice sugar and pickles served out to all hands today, which seemed to be well relished in most cases. Only one ship seen today at a great distance, seemed to be going same direction as us. It was really a fine day out and out, got very soon down dark. After sundown we had a fine gentle breeze all night and on Wednesday at 12 o'clock we had a distance of 214 miles same as yesterday, in Lat. 15degrees 36N Long. 21degrees 41 West. Arrangements were made for a concert in the evening and a programme drawn up which turned out better than was anticipated. Weather during day all that could be desired, not a sail seen during the day.

Then next came Thursday morning the 15th of March and a very busy day it was, getting all our trunks and luggage hoisted aloft and each one claiming his or her trunk and getting them all turned out and in some could be seen amongst other things a Belfast Ham, a large bun, dumpling, a cheese, oat cakes, scones, also some cooked meat which in most cases had to be thrown overboard. Some of the boxes were badly smashed, in some cases split in two. At 12 o'clock we were in Lat. 12 degrees 51 N Long. 22 degrees 45 West with a distance of 171 miles. Not a vessel seen during the day. Find it getting warmer every day. Large numbers of flying fish seen during the day. In the evening one was seen on deck. It is said they do come on deck occasionally after the lights are light. After being examined it was tossed overboard again.

Friday morning we were all served Carbollic Soap and had all to scrub and thoroughly clean out our berths. Vermin having been reported to have been seen. Weather still very mild and everything going on well. Expecting to meet a home bound vessel shortly and signal the first one we meet to get any letters we might wish to send home to our friends. Everyone busy writing when they have a spare moment. At 12 o'clock the log registered 143 miles in Lat. 10 degrees 32N, Long. 23degrees 35 West. Winds freshening up a little, a few flying fish to be seen at times skimming about.

Dancing was busily engaged in on deck during the evening, music being supplied by 2 violins a flute, and a concertina, Weather shows signs of a change being very dull and cloudy tonight. Saturday the weather continued favourable, only the heat is rather oppressive being 93' in the shade and that in the galley 160'. At 12 o'clock we registered 150 miles in Lat. 3' 3N Long. 24 15W. Mostly all in white, or light clothing and straw hats, a program was drawn up and we had a fine concert in the evening, being much appreciated by the greater number of us. A number of young men turned out a band and paraded the deck. The cask pump and a large copper formed the principal musical instruments and showed the talent of the performers, had they been equipped.

March 18. Sunday morning had a pretty fair night of it and weather fine but inclining hotter

everyday. At 12 o'clock we registered 168 miles in Lat. 5' 21N, Long. 24' 27 West. Monday morning, still very warm. Mary has been rather poorly since Friday and feels very weak with the effects of the heat, which is very oppressive. At 1200 o'clock we registered 140 miles in Lat. 3' 2N, ' 0 Long. 24' 16West. Tuesday morning, still pretty warm. Mary has passed a sore night of it, as we were obliged to lie on main deck all night. However, we were obliged to go down a while on account of heavy rain at 2 am. The heat is very oppressive today, yet in the early evening we saw a vessel far ahead which next morning was no where to be seen. I expect we must have passed her during the night.

Wednesday morning Mary and I have passed a very restless night of it. I went 2 hours to bed in the evening and about 9pm, we were obliged to lie down on the main hatch where it was impossible to sleep, as it rained so heavy in fact I never had seen it rain any thing like it before. I saw some buckets fill on the deck which were filled in a minute or so. We had a nice cup of coffee from the steward in the early morning, which seemed to refresh Mary very much. Rain continued to fall very heavy at times during the day. At 1200 o'clock we registered 96 miles in Lat. V 36N, Long. 24" 13W. 2 ships were seen at a long distance in the morning and the thought of getting our letters sent home was at once entertained, but being rather squally at the time it would have been almost impossible to go out with a boat at the time. We lost sight of one of the ships as it was covered from sight by a very heavy shower, which we saw close round about her. It seems to break out just so suddenly in these regions.

On Wednesday 21st March we crossed the line about 6am in the morning, very warm. There was a good deal of sport amongst the sailors last night, it being a custom amongst the sailors to shave all of their messmates, who have not crossed the line. The air was greatly cooled by the frequent heavy showers, which fell in some cases very heavily. At 12 o'clock we registered 144 miles in Lat. 0" 31 S, Long. 25' 21W. Mary had a more pleasant night of it having got a draught from the Doctor and had a hammock put up in a quiet corner at foot of missen mast. We passed a homeward bound vessel last night but being dusk and showery we could not get her signal. The afternoon kept up fine and breezy, which was in our favor as we all felt the heat being very oppressive. Mary was now a little better and able to take a little nourishment, the steward being very kind and attentive. No vessels seen today.

Thursday morning still very squally. Had a very restless night of it. Mary was not so well. Suddenly they had no time to get anything scarcely done. At 12 o'clock the log registered 131 miles in Lat. 2' 50S, Long. 27" 17W . The day was very warm but the heavy showers helped cool the air a little. I was supplied with a nice net hammock for Mary, which I got hung up under main hatch which was a great advantage to her being so easy to rest and she enjoyed a good nights rest.

Friday 23rd March, about 6 o'clock we spoke to a homebound vessel which was hailed to take home our letters. While the boat was being got ready you could see a great many with their paper and ink or pencil busy at work, then when all was ready they had to be placed all a bag and sent off to the vessel. By the way the boat was manned by four seamen the Second mate and Doctor Norman taking along with them our letters, a barrel of potatoes, one drum of fresh water, some lime juice and a number of papers for them to read.

The barque turned out to be the "Sydney" from Sydney to Amsterdam. It was really a fine sight to see the small boat bravely bobbing the waves. The barque I think was nearly one and one

half miles off and a pretty stiff pull it must have been for them as they did it very smartly. After the boat returned I got Mary's hammock slung up on deck and shortly after this another ship was sighted coming right ahead. At 1200 o'clock we registered 235 miles in Lat. 6':2S Long. 29':32W. It is now getting much cooler and fine breezes which became a gale during the night causing a large number of them to get sick again. They began to get better by midday.

On Saturday again when we were in Lat. 10' 18S, Long. 31' 13W and distance 277 miles, spoke to 2 vessels in the forenoon. About dinner time, a fight having taken place amongst the young men, caused some sport as they were summoned to appear before the Captain and Doctor and were sentenced to 2 hours each in one of the boats having hands and feet in irons; during which time they were well seen by all to who were curious to see them. I expect they will behave better in the future. We had seen one example of the discipline on board ship.

Sunday morning early, we saw a vessel far off in a SE direction; I think about 30 miles off us. The morning was very clear and fair. At 12 o'clock we registered 214 miles in Lat. 13, 45S, Long. 32, 13W. Had a quiet night's rest well and felt much better in the morning.

Monday morning very quiet and warm, sports going on deck. At 12 o'clock we registered 158 miles in Lat.'16:12S Long. 35' 12W. In the afternoon there was a variety of sports engaged in and prizes awarded. There was foot racing, three legged racing, sack racing, hop step and leap, also the greasy pole, and a women's race. We spent a lithesome afternoon of it and had a great deal of sport as the water was making very little headway.

On Tuesday morning Mary felt a great deal better. Still very calm and warm and mostly all on deck. At 12 o'clock we registered 74 miles in Lat. 17:26S Long. 33:14W. After dinner the children had a number of races and it was a treat to see so many of them at it, in not a few cases the littlest ones coming in first. We were now in the South Atlantic and after tea it seemed as smooth as glass and you could see a long distance all round. The night was fine and we had a concert on deck in the evening, which came off pretty well.

Wednesday morning still very calm and warm and nothing but water seen as far as the eyes can reach. At 12 o'clock we registered 68 miles being the shortest days sailing since leaving home. Not quite so hot today. We are gradually coming into colder regions in Lat. 18:28S Long.34:42W. Mary seemed pretty ill in the morning, but got a great deal better during the day. We saw a number of black fish which seemed to resemble the bottle nosed whale.

Thursday still fine weather and always getting cooler. At 12 o'clock the distance was 142 miles in Lat. 20:53S Long. ?. Nothing of any consequence took place today. It was expected there would be a boat race during the day, but it did not come off. In the evening the breeze got up a little and sent us on a little smarter.

Friday morning, still fine weather and a fine breeze. Spoke to a vessel at 6.30 am bound for Hull. All very quiet during the day. Mrs. Mackie had a mishap and at dinner time Carson fell on the stair and spilt his potatoes hurting himself and burning a boy and girl. We had preserved potatoes and tinned meat, being the first time I had tasted them. I thought they resembled the loaves we have been getting this sometime back. At 12 o'clock the distance traveled was 197 miles in Lat. 24', 6S Long. 34, 7W. Continued fine mild weather during the whole afternoon and evening.

Saturday March 31st came in with a fine morning and an early breakfast as it had been arranged to hoist up our trunks again to let us get a supply of warm clothing, as it is now getting colder every day. There was a bustle going on similar to a country fair. Everyone was so busy amongst their goods and chattels, turning them out and picking out this and the other thing. At 12 o'clock we registered 214 miles in Lat. 27' 37S Long. 33' 30W. One vessel spoken to about dinner time. It got very calm in the afternoon and we had a nice concert on deck in the evening, which came off very well being as yet the best we have had.

Sunday morning being the 1st April, there were a number of fools errands going on which caused a little merriment. Still very calm and vessel not coming much speed. At 12 o'clock we registered 141 miles in Lat. 29:43S Long. 32:19W. After dinner we had, a very heavy shower of rain. Every thing going on pretty quiet and orderly, some of the sick rather poorly as yet. The revivals had a sort of a service in the forenoon and evening singing a number of Sankeys Hymns.

Monday morning pretty breezy all night and ship rolling a little. At 12 o'clock we registered 167 miles in Lat. 37:53S Long. 30:18W. Continues a fine day, breeze continues light and steady nothing of any consequence today only sword exercise and a number of raffles going on. Breeze freshening up in the evening a little.

Tuesday morning, been pretty rough all night and ship rolling a little. At 12 o'clock we registered 223 miles in Lat. 34:36S Long. 27:17W. After dinner it seemed getting a little squally and preparations were being made to have all things in readiness such as the hatch ways, and wind in a favorable direction and gliding on smartly. The majority seem to have got their sea legs now and can move about, more at home than while in the Bay of Biscay.

Wednesday morning, been pretty stormy all night with heavy showers. Preparation being made for fire practice in the afternoon which came off very well and one could easily see by the way the men handled their apparatus, that fire if discovered any time could soon be got under way. I may here describe how they were placed. For instance, the supposed fire broke out in the bathroom on the port side, then 12 men got one bucket each and formed in line about 6 feet apart from the fire where a large tub was kept nearly full of water. One man being kept pumping the others handed the pails of water from one to another, each one standing still in his position. Then the fire hose was now ready and kept playing on the flame for a time, but not being able to keep the flames under, the signal was given. 12 whistles being given to man the boats and get all the women and helpless ones aboard first. It was very well gone through and not scarcely one word spoken as each knew his own allotted work and did it whenever he heard the signal given.



At 12 o'clock we registered 249 miles in Lat. 37:00S Long. 35:05W. We had a subscription sale consisting of a watch, a ring and 2 books. They realised about £0-6-6. in all. We then had a concert in the evening, which came off very well.

Thursday morning, been very rough all night and ship rolling fine, a good many seas shipped and not an easy matter to walk on deck. 2 or 3 were slightly hurt by a sail being let fall from the misse mast. We are now off the Cape of Good Hope in Lat. 38:45S, Long. 18:20W, distance 248 miles. Been pretty rough all day and ship rolling, very few on deck all day.

Friday morning, been very rough all night and ship rolling heavily. A good deal of breakages and confusion among the mess dishes, as they were seen rolling and rattling in all directions, and women and children screaming fearfully when the ship gave an extra roll over. At 12 o'clock we registered 219 miles in Lat. 39:48S, Long. 13:49W.

A great number of sea birds following ship and any small piece of meat that may be tossed overboard is soon surrounded by a number of them. They are of 4 or 5 different species. There is one large bird nearly all white, seem as large as a goose, and another not quite so large of a dark brownish colour, known among sailors as a Mollyhawk. It has a bill and feet very like the duck with a tail similar. There are a large number of very pretty birds nicely coloured with reddish spots on a white ground resembled a pigeon. I think they are what are known as the Cape Pigeon. There are also a number of pretty large birds resembling the swallow very much, also the mother carries chickens, a very smart little bird resembling the water crow a little. It continued rough all night and shipped an occasional sea.

Saturday morning, still continuing a little stormy and ship always rolling and shipping seas, very few on deck. At 12 o'clock we registered 261 miles in Lat. 40:45S, Long. 3:13W. Just a short while after dinner there was a fine specimen of the Mollyhawk captured. It had been crossing the ship and came against some part of the rigging, and having stunned itself was then captured and will be raffled. There was a number of our fellow passengers trying to catch them with a line and baited hook, but they seemed too old weight for that. The above one measured 6 ft 6ins from tip to tip of wings, was skinned and prepared for a Lady's muff. Continued a little stormy all night.

Sunday morning, very rough and stormy, being the roughest day we have experienced as yet. At 12 o'clock we registered 237 miles in Lat. 41:50S, Long. 1:57W. It continued very stormy during the evening and some very heavy seas were shipped, one in particular seemed to rise about 5 feet above ship's side and broke right over her from stem to stern and dashed from side to side for a considerable time. While in a good many cases you could see them in water up to their knees. Some were knocked about a good deal by it, while in the berth the noise was a little alarming, accompanied as it was with a heavy hail storm. During the night it was very stormy and once about 5 o'clock you could hear the tins and dishes hurling in all directions.

Monday it continued much the same, moderating a little at times. We were beginning to feel the wind getting very cold and inclining to frost. At 12 o'clock we registered 310 miles in Lat. 42:03S, Long. 5:00E, being the second best 24 hours sailing since we left Glasgow. Birds now becoming a great deal fewer, possibly getting too cold for them now in this latitude continued very cold and stormy all night.

Tuesday morning, still very rough and shipping some heavy seas. One woman and two children nearly drowned by one heavy sea which swept then across the deck and dashed them against shipside. At 12 o'clock we registered 270 miles in Lat. 42:16S, Long. 11:4E. About 4 pm, it was a perfect hurricane and rained very heavy in fact. I never saw any shower so heavy but luckily it did not last long.

Wednesday morning, been very stormy all night and ship rolling very much. Continued same during forenoon and had one of our sails torn to pieces, also one of our sheep died during the night and was unceremoniously tossed overboard. At 12 o'clock we registered 303 miles in Lat. 43: 10S, Long. 17:49E. Weather now moderated a little and a great many Albatross to be seen hovering about, some of them said to be over 8 feet over tips of wings, some very fine specimens seen, but not to be caught so easily as some imagined. The sheep after moments after being tossed overboard was soon perched upon by the birds-who seemed to think it a treat.

Thursday morning, passed a very stormy night and little sleep for us. Ship rolling heavily all night and continued cold and stormy during the day. At 12 o'clock we registered 250 miles in Lat. 43: 10S, Long 23:25E. Passed a very wearisome day of it being so dull below and rather stormy to remain on deck.

Friday, had a rough night of it ship rolling pretty heavily all night. Continued same during the day and rained pretty heavy most part of the day. At 12 o'clock we registered 188 miles in Lat. 42:54S, Long. 27:41E. Afternoon cold and showery, never saw the sun all day, but got a glimpse of new moon at night. One married lady asking the doctor if it was not the opposite side of the moon from that seen in Glasgow.

Saturday morning, rather better and fine, favorable wind all night. Great numbers of sea birds to be seen again today, some of them seen said by the mate to be over 11 feet over tips of wings. At 12 o'clock we registered 273 miles in Lat. 43:-38S, Long. 33:49E. Continued fine breeze during afternoon and felt rather cold at times. One little girl fell down a hold today and was only slightly injured, although she fell amongst the iron. We had a meeting of the Masonic Brethren on board and enjoyed a happy evening together. We numbered 15 and intend to have a meeting occasionally during the voyage to help to pass the time.

Sunday morning, still cold and vessel rolling a good deal, very cold and disagreeable on deck. At 12 o'clock we registered 318 miles in Lat. 43:50S, Long. 41:12E. In the afternoon Doctor Norman summoned all the children on deck and gave them each some sweets as usual. On Sunday afternoon it continued cold throughout the evening and on Monday morning it felt quite cold and air frosty. At 12 o'clock we registered 250 miles and are in Lat. 43;48S, Long. 47:03E.

On to a quarrel between two of the young men this morning. The one got 2 hours and the other got 4 hours in irons by the life boats, a very cold place I'm sure as they were shivering with cold and will possibly behave better for times to come. The one seemed to feel ashamed, while the other only laughed at it, and he was the whole cause of it all to commence with. We then had a Political meeting in the evening and were addressed by the following Gentlemen who had been proposed to represent us in Parliament Vis for Conservatives: Robert Morrison, Liberals Mr Reid, Radical Rhoderick Morrison. After each addressed the meeting it was proposed to adjourn until the following night for election as the Radical member seemed to carry the bell having fairly eclipsed his opponents in every way.

On Tuesday morning we were all startled to find that a theft of milk tins had been committed the previous night and that a search was being made for the missing articles. When it was found that 26 of the 3 dozen stolen were found in the chest of John Keir, assistant cook, 3 in Jamies bed, while the remaining ones had been used. The theft had no doubt been made up with the idea of making a few shillings each, and there were 3 or 4 concerned in it. One fellow named Kirk having opened the door with a skeleton key. One of the married men having seen them go down. the hold only informed, I presume, after he saw that he was not going to get a share of the plunder. They were all taken before the Captain and Doctor and examined and it is said they will most likely get 3 or 4 months imprisonment for it as it is a great crime to brooch Government Stores.

At 12 o' clock we registered 232 miles in Lat. 44:5S, Long. 52: 25E. Then in the afternoon nothing but canvassing for votes was going on, as each party seemed anxious to carry their member. When the polling ended it was seen that a tie was the result between the Liberals and the Radicals, which was settled by the Chairman's vote in favour of the Radicals. They then carried their man shoulder high round the town off Maulesden to show their loyalty.

Wednesday morning weather favourable. At 12 o'clock we registered 237 miles in Lat. 44:38S, Long. 59:03E. Then in the afternoon an I.O.G.I. meeting took place when there were about 9 members present to represent their order. Then in the evening the Masonic Brethren had their meeting as usual and went through the first and second degree and spent a pleasant evening being principally got up for instruction amongst the Brethren. It was proposed to have a meeting on Saturday afternoon at 3 o'clock when the M. Degree would be gone through.

Thursday Morning, weather continued favourable throughout the day, getting very calm during the afternoon. At 12 o'clock we registered 202 miles in Lat. 44:48S, Long. 63:47E., it being a very fair days sailing. In the evening the Good Templers and their Gardeners had each a meeting, being attended by all their Brethren present, there being I think 9 Good Templers and 7 Gardeners.

Friday morning, still very calm and showery. At 12 o'clock we registered 126 miles in Lat. 44:28S, Long. 64:41E. Nothing of any consequence during the day.

Saturday morning passed a fine night and having a favourable wind, we registered at 12 o'clock the distance of 313 miles in Lat. 44:33S, Long. 74:03E. At a little past 12 just as most of us were at our dinner, we were surprised to learn that a death had taken place in our midst being that of an infant 5 months old which had been ailing only for a day or two. It was thought by the Doctor that a blood vessel had burst on to there having a stoppage of the bowels. The end came however quite unexpected.

The Captain gave orders to have it dressed and the sailmaker then sewed it up in canvas and had a weight of iron attached inside the canvas bag. At five o'clock we saw what most of us had thought we were by this time to have escaped, as we now to a great extent considered ourselves out of danger. But death has no set time to come and we must consider it as a warning to ourselves to prepare, as we are not sure who may be next on account of the sad occurrence. Our Masonic brethren postponed their meeting, the Foresters meeting took place at 7pm in the evening where there were 19 Brethren present at the opening representing 16 different Court

Lodges, when we spent a very social evening. After forming a Lodge we proposed to go after landing in Maryborough and either report ourselves to a court there if any exist, and if not to get a Charter and open one ourselves.

I had then to take the first watch, and on Sunday morning it was still favourable weather. At 12 o'clock we registered 216 miles in Lat. 44:33S, Long. 79:09E. It grew rather cold in the afternoon and looked rather cloudy. The children as usual had their Sunday sweeties from Dr Norman, they are now looking forward to them and we are never behind time.

Monday morning, we have passed a fine night, wind been very favourable all night and kept up during the day. At 12 o'clock we registered 304 miles in Lat. 44:50S, Long. 86:19E. We now expect to reach Maryborough in about 13 days or so if the weather keeps favourable. We had today a subscription for the cook for his kindness in obliging us with a little hot water and also cooking any little thing for us on the voyage. There were a large number who gave nothing. Some for want of will and a few I daresay for want of cash, as I heard one married man state as a fact that a poorer man never sailed for a foreign land, as he had only one penny in his possession and could take the first job that he got. Others thought that as they had been obliged all the voyage, they would manage now for all they would require and seemed to think they were no way obliged to him.

We had white beans cooked and served for dinner today with corned beef, which I liked very well. They were steeped in water about 3 hours then boiled, then add pepper and salt to taste. Some of our dainty mouthed companions threw theirs over the side not thinking them not good enough for them. In the evening a debate took place on the Maulesden Literary Society rooms when the subject Trades Unions and Non-Societys were taken up after a keen debate. A show of hands followed resulting in a majority for Trades Union. The debaters then had another speech in the married quarters, which resulted in a disturbance in consequence of which the Dr had to be called. One woman being in a frantic with passion, and caused a sort of a terror amongst some of her near passengers.

The wind was a little against us during the night and kept up till daybreak on Tuesday. At 12 o'clock we registered 207 Miles in Lat. 45:4S Long. 91:10E. It was cold and showery all afternoon, as a number of the passengers were anxious to try and see if any thing could be done in favour of the men who were charged with stealing the milk. When a petition was got up and was signed by most of the passengers and it is hoped that the Captain and Dr will take a lenient view of it and not give them in charge as it would be very much against them in a new place.

Wednesday morning, wind always favourable and kept up fine during the day. At 12 o'clock we registered 305 miles in Lat. 44:48S, Long. 98:19E., being a fine run for last 24 hours. There had been a stealing match in the young mens quarters today. One man having missed a gold ring, a purse, and 22/-, besides some letters of introduction to some parties in Maryborough. It was to be hoped the thief will be found out as it is a pity the likes of that should get passed. We had our regular meeting of Masonic Brethren tonight when the MM degree was gone through and thoroughly explained and a good social meeting we spent.

Thursday morning, wind very light and ship rolling first of the night but by 2am wind began to freshen up and increased during the forenoon when we had a good days sailing. At 12 o'clock we registered 247 miles in Lat.45: 1 S, Long.104:3E. Then in the afternoon the wind increased

and was taken full advantage of and all canvas set at 4pm. In the afternoon we had a special meeting of Forresters. As some of our fellow passengers had a desire to join the order, but as we could not join them, not having a Charter and being against Court Rules, we arranged to inform them that we could only take their names and get them nominated when we arrive in Maryborough, if a Lodge its to be found there, as we mean to inquire after that immediately after our arrival, as it might be a little in our favour, and if there is not one, we intend making an effort to get one established as soon as we possibly can.

Friday morning, been rather stormy all night and continued so during the whole day, blowing a heavy gale and shipping some pretty heavy seas. At 12 o'clock we registered 335 miles in Lat. 43:24S, Long. 11 1: 31E. Had a good days sailing, sun not to be seen during the day, very cold and disagreeable, ship rolling and jumping in fine style.

Saturday morning, still blowing heavy gale, seas rolling high and shipping seas. At 12 o'clock we registered 294 miles in Lat. 44: 1 IS, Long. 11 8:15E. One woman had her arm badly hurt by a piece of leather falling from the rigging, got it bandaged up and doing well. In the evening we had a meeting of the A0 Forresters and spent a pleasant evening. Together it was proposed and agreed that our Court should be inserted in the pamphlet to be printed on the voyage so as to show our brethren at home that we were not forgetful of our Mother Lodges.

Sunday morning, been very rough all night and ship rolling heavily in consequence of a head wind, sea much calmer today and expect to pass the Bass Straits by Tuesday or Wednesday if favourable wind. At 12 o'clock we registered 265 miles in Lat. 44:31S, Long. 124:24E. Continued calm during the afternoon and evening.

Monday morning, passed a quite night looking dull and cloudy during forenoon with a fine fresh breeze. At 12 o'clock we registered 212 miles in Lat. 43:41S, Long. 129: 10E. Kept up fine breeze during afternoon and evening. It was amongst the Gardeners on board to have an initiation of Gardeners tonight, fees being 2/6d for first degree. Some suspect it is a sellout as I don't think it is in their power to do so or else they must have very funny Court Rules to allow such a thing to be done on board ship or otherwise out of the Lodge.

Tuesday morning, May 1st, 1883. We have passed a fine night and had a good fair breeze all night, which still kept up during the day. Being my turn on the midnight watch I had the opportunity of seeing both the ship's compass, the one being at the wheel being a spirit one of an American invention, while the other is a magnetic one with a needle same as most of the ordinary ones. We expect to see land by Wednesday afternoon as we expect to pass the Strait then. A sad accident happened. Mr. Johnson, one of our Constables, this morning having occasion to go down the fore hold when, at foot of stair in young mens quarters, he stumbled and fell through a hatchway then open and broke one arm and had some severe wounds on his head which had to be sewed. He was carried up and a bed made up for him in the hospital where he had his wounds dressed and seen to by the Dr Norman. At 12 o'clock we registered 240 miles in Lat. 42:09S, Long. 134:10E, being a very good days run.

During the afternoon the wind freshened up a little and we sped along smartly, our Captain taking advantage of all the breeze he can on to a change of the wind. He was obliged to alter his course not thinking it advisable to venture the Straits.

Wednesday morning, still a fine breeze and wind favourable and ship going smartly. We had some of the Tanks in fire hold filled yesterday as our ship is now getting much lighter as our coals are getting done. At 12 o'clock we registered 240 miles in Lat. 42:09S, Long. 134: 10E. Continued fine breeze during afternoon but became rather calm in the evening and as the wind changed in the evening we were obliged to change our course and go round Tasmania as it was not considered safe to venture through the Straits. At 12 o'clock we registered 250 miles in Lat. 42:45S, Long. 139:48E. Continued fine breeze during day, as there was a danger of being becalmed.

Thursday morning, been sailing along smartly all night and sighted Tasmania at day break this morning. We seemed to be from forty to sixty miles distant, but being a fine clear day it seemed much nearer. We had a very good view of the east coast and it really seemed something grand, the many fine shaped rocky mountains and hills with a number of rocks jutting out here and there in the sea. Some of them at first sight in the distance were mistaken by a number on board for a ship ahead as they vary like that at times especially the three needles as they are called, when you see them one at a time.

We saw at one hillside what was thought a flag showing red white and blue, and at some points you could fancy you saw traces of a road leading up the hillside at an angle. They seemed to rise in cliffs of rough rock, some places almost perpendicular, others jutting out from the sea. While looking at the summits all along you could trace some of the grandest shapes imaginable.

While looking at the summits all along you could trace some of the grandest shapes imaginable representing mouldings and I made a rough sketch of some of them, but it was no easy matter, as the moment one was seen either writing or reading, there was always some well bred person or persons sure to come and have a look over your shoulder, as they seemed to think they had a right to see and know other persons affairs more than look after their own,

At 12 o'clock we registered 262 miles in Lat. 43:44S, Long. 145:37E and were then halfway along the coast and about dusk we were almost abreast of the extreme point. I have heard of them speak of the highest peaks of rocks being nearly 6000 feet high and on the opposite side of the Island are said to be some very fertile lands and yielding fine crops of all kinds. There were two more albatross caught today by some of the young women on the poop but not nearly so large as the one caught before.

Friday morning we have passed a very quiet night and not been making much progress in consequence of head winds prevailing. At 12 o'clock we registered 143 miles in Lat. 44:25S Long. 143:57E. About 5 o'clock we put about ship and were obliged to do same about 3 o'clock pm. I had a look over ship's side and saw what are said to be the starfish and really it was pretty in the dark to see them.

As I saw them there were two of them swimming along side for nearly half an hour along side of each other and you could see phosphorous like a serpent winding and zig-zagging along way behind them. It was considered by some a bad omen as they are said to come before the sharks, and as Mr. Johnston was still very ill some had their own thoughts as there is a deal of superstition prevailing amongst most of our seafaring companions.

Saturday morning weather splendid this morning, getting much warmer now in fact. We will

know a difference I expect every day now. We have now been making much headway today as we had a head wind all day. At 12 o'clock we registered 159 miles in Lat. 43:13S, Long.152:06E. Our ship is getting lighter now. I measured her from water today, she is 13 feet from water to top of the bulwarks 256 feet long 37 ft 9 ins beam, a depth of hold from main deck 25 feet. It continued mild throughout the afternoon and evening. We are all anxious to be landed in Maryborough by this day week at furtherest.

Sunday, wind still against us and making very little headway. At 12 o'clock we registered 130 miles in Lat. 42:01S Long. 154:32E. Kept up fine weather during the day. We were only sorry at not having a good fair wind having been favoured with favourable winds all along previous to this time. Monday however came in very stormy during Sunday night to Monday morning and became a strong gale during all Monday, a good many getting themselves hurt and knocked about on deck. At 12 o'clock we registered 164miles an Lat.40:05S Long.151:53E. Gradually calming down and wind seemed to be in a favourable quarter but unluckily it soon fell off again and continued calm and very little wind up till evening. We had a fair wind but very gentle. It kept up a pretty stiff breeze during the night and kept up during the day.

At 12 o'clock we registered 101miles in Lat39:27E Long154:00E. We had a good fair wind and making about 12 miles an hour. A very sad accident took place at half past three in afternoon when a fine young sailor lost his life. He was engaged on a hanging stage over ships side cleaning when unfortunately he lost his balance and fell into the sea, when a great bustle and confusion followed.

A lifebuoy was thrown from the poop, but in some unaccountable way, the line had either got fixed in some way or the man that threw it had not let go. As it reached within I would think about twenty yards off him and he seemed to avert himself to try and come in its direction, but it was dragged along a short distance then I saw him turn on his back and thought he would keep up. Preparations were then made to get the boat launched, but on to the confusion amongst the passengers aboard rushing in the way and the ropes and tackles being all raveled, there was a good few minutes lost and although they rowed about for a long time only saw his cap. The brush he had been working with and a lifebuoy at a short distance from them.

After a very long search they were obliged to return to the ship as he was nowhere to be seen. There was one man on main mast who had saw him come up once and seemed to hold up his hands. The sad occurrence cast a gloom over all on board as he was a very agreeable, well behaved young man. He belonged to Troona in Ayrshire where his widowed mother resides and is said to have been very much against him coming away on this voyage. He was only working his passage out to Queensland and was intending I heard to settle there. He seemed to be about 23 years of age, and his name was William Barber.

Wednesday morning up early and had breakfast. About 10 o'clock as our Trunks were to have been brought up on deck today, they had only got up about a dozen when it began to rain heavily and a storm was expected. So orders were given to leave off and close down the hatches at once. It rained for about two hours then the wind freshened up and drove our ship along in fine style at about 15 miles an hour or more, which pleased us all as most of us were now anxious to get ashore.

At 12 o'clock we registered 211 miles in Lat. 35:58S, Long. 134:33E. Wind still kept up fine

during afternoon and evening. There was a formal investigation into the facts of the cause and results of William Barber the sailor being lost yesterday overboard, when the principal witness stated how it occurred. As far as they knew one of them had been speaking to the deceased at the time and being finished with the work, the man just remarked, "Well Bill you have got the guts", then states that the man lost his balance and fell backwards. The others corroborated his statement. The last I saw him was on seeing him left astern. I ran up on the poop and looked a little and there two albatrosses came and dived down at or near him. Then they cried "Man the boat" and I rushed down and assisted in getting the boat lowered, but I rather fear he must have gone down while we were launching the boat, as I could not get another sight of the poor fellow.

I may here state that our Annie was a great favourite with him and was always in his hand when he appeared on deck and generally had a share of his tea and lime juice every day and has been asking a number of rather strange questions about him. There is a sad look on every face on board since the fatal occurrence.

Thursday morning passed a fine night, had winds favourable all night and early breakfast, then hatches lifted and hoisting trunks as we expect to arrive at our destination about Saturday. We now had an opportunity of getting out such clothes as we wished to go ashore with, and lay aside any things we did not require again on the voyage, and a busy day of it we had as all the trunks came up so as to get them selected to cause no delay when they are brought up for transfer into the steamer. We had a very heavy shower while we were busy at our trunks, also several seas were shipped. In one case a fellow was engaged taking some things from his trunk, when a sea came over and entirely filled his trunk.

At 12 o'clock we registered 285 miles in Lat.31:15S Long. 154:41E. Wind continued favourable during afternoon and evening. Friday morning at 7-30, we again heard the call out a steamer ahead and in about an hour later we saw land, which was Douglas Point. Then about eleven o'clock we sighted Stradbroke Island and were opposite Moreton Bay and Brisbane at 12 o'clock. Then came the Moreton Island and we sighted and signaled the light house there about at two o'clock. Then we lost sight of land again until about 9pm when we saw the lights from Indian Head and came right abreast of it at 11pm having about 25miles further to run North, or rather fly, for now our ship was flying much faster than ever we had seen her before. We expect to be North at Sandy Point about 2am, when I rather think we will have to lay low before daylight as it is rather a dangerous place to enter into Harvey Bay under night.



At 12 o'clock we registered, 246 miles in Lat27:15S Long153:37E. A number of our companions went to bed as usual, but I and a good few more were too anxious now to sleep and wanted to see all that could be seen on our way and so we kept up most of the night and our Captain, fearing a storm, very wisely kept on all canvas with safety and made his way very skillfully into Hervey Bay and not a minute too soon as a number of vessels were obliged to turn and run back into the Bay for safety. Those of our companions who were in bed got a pleasant surprise when they came on deck in the morning and saw land on each side of them, and a fine looking place it was, but owing now to a strong head wind, we had to beat about a good deal and made very little headway, but tried to make the most of it and as we were getting in rather a critical place with here and there an ebb place.

They cast anchor about 5 o'clock and lay still there expecting the Pilot would soon come and take us up to the Anchorage, but in this we were disappointed. However about 2 o'clock we signaled a steamer which came alongside being the Yon Yongs which was bound from Maryborough to Brisbane and having been obliged to run back for shelter was going back to Maryborough. So, after our Captain with a boat went off and spoke to her Captain Andrews and gave him a message to take to Maryborough, we got a bag of fine fresh oysters from him in a present to be served out to all on board and relished very much by most of them.

Then early on Monday morning the wind getting a little favourable, our Captain in order not to lose time got up sail and steered up about 10 miles taking the precautions to have a man at each side sounding, frequently. Then about 9 o'clock we saw a small Pilot Cutter making for us and after some little mishap got the Pilot and his assistant aboard, having to lie before Monday morning, and under his orders we were soon at our anchorage where everything is provided for an Emigrant ship landing there.

They have a hospital and other two wards fitted up at the side of the bay in case of any trouble being aboard where patients are landed and kept until they recover, but having no distress of any infectious nature aboard, we just had to lie our regular quarantine time of 24 hours, or scarcely so much as the YonYongs with the Commission and were all along side by three o'clock on Tuesday morning to examine and carry us up to Maryborough. So we were early astir and a great bustle it was getting youngsters dressed and packing us odds and ends while one was running in the others road all the time. There was not much fuss about breakfast this morning as none seemed to care much whether they got any or not, others could be heard wishing they were landed to have a good dram or a good steak or such like.

We were all mustered on deck a little after eight o'clock and the roll was called and each formally passed the Commission and then got aboard the steamer and just at nine o'clock we were taking our parting look of our noble ship and bidding her gallant Officers and Crew good-bye, when the YonYongs started off amidst loud cheers and waving of hats and handkerchiefs which was kept up on both sides as long as we could see each other, while on some cheeks could be seen a parting tear as we had all been agreeable and happy and spent many a pleasant hour on board the gallant ship and had always found the officers and crew very kind and obliging and many an eye was strained looking back in the far distance at our ship and thinking of those whom we might never see again in this world, then bye and bye the passing scenery begins to draw our attention.

Again and again we are all in a state of wondering as to what like a place Maryborough will be, as we sail up the narrow stream and see nothing but miles and miles of timber growing all round as far as you can see. Here and there the river is very like the Forth at home above and below Stirling with so many windings and at some places you could almost jump ashore. Occasionally you can see a herd of cattle, grazing about, and now and then a Homestead with fruit trees and sugar cane growing close to the river side and after 3 1/2 hours sailing we are getting in sight of Maryborough and some very fine houses and grounds are to be seen on each side of the River with three or four large Sawmills all looking very business like. Then we are brought along side the wharf and here waiting to see us land are some hundreds of people anxious to see if there is an old familiar face to be seen amongst the new-chums as they are termed, and you can almost see by them that each of us are made welcome amongst them.

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**LEFT SCOTLAND 1st MARCH, 1883 - ARRIVED MARYBOROUGH QUEENSLAND  
16th MAY 1883.**

Emigrants leaving home, when they arrive in Glasgow the first thing to do is get a cab at station and drive with your small luggage to the hotel where you are to be boarded until the ship sails, which is in most cases is one day or more after that intended or advertised time. Then go back as soon as possible and see after your boxes etc., get them on a lorry and go along to ships side with them. You may better to do as I did, got two or three others whom you will probably meet with to go along with you as one lorry will take all your things at one time, readier than one at a time, and even should you require to hire one, it is much cheaper this way as it could be done for about one shilling each. Some who came at same time as I hired for themselves and paid from 8 pence to one shilling each as they take a great deal of advantage when they see a chance so one requires to be on their guard or they will do.

### *LIST OF ARTICLES USEFUL ON VOYAGE*

Which I would recommend any one to bring with them.

Say 2 good hams, 2 good whole cheeses, 21b good tea, 41bs sugar or more, 3 lbs baking soda, 2 lbs baking powder, 1 tin wine biscuits, 1lb cheese biscuits, 1 tin oat cakes, 1 tin flour scones baked and bought from home, 1 dozen sixpenny cakes, ginger bread, 3/4 or 1/2 cwt of salt fish, a few bunches close fish, 1 gross tobacco pipes, 1/2 gross pipe tops, 1 gross boot laces, 1 gross assorted pencils, 2 dozen small brass padlocks, 4 to 6 dozen assorted pocket knives (cheap), 2 dozen key rings, 2 dozen watch keys, clothes line and box of safety pins for hanging and drying clothes, 2 or 3 tins wax matches 1/- each, 2 dozen cheap note books, 2 balls twine, claw hammer, screwdriver, saw, 1 gimblet, hooks for hanging bags etc. 1 package seasoning, mixed spice, tobacco sold for 2/6 on board ship, 1/2 gal of best whisky packed up square, .6 or 8 pair braces and belts for waist, your name stamp also with you to stamp all your dishes etc, 1 saucepan, 1 tea pot (large), 1 tin pot or pan for boiling eggs etc., soap and scrubbing board for washing, 14 lb jam, 1 ditto marmalade, 2 to 3 doz. condensed milo, 1 doz bottles coffee, 1/2 doz tins sardines, ditto salmon, 1 tin opener, 2 to 3 doz elastic guards (for hats), ditto hair combs, 2 doz round glasses for shaving or dressing, 12 bots gum, 12 bots ink & pens, 6 or 8 cheap teapots.

As you will be anxious to know what you are to do with all that stock, you just get it and have it packed neatly in a trunk or two, and by looking out a little and getting acquainted with the purser or storekeeper you will get access to them at any time and as the trunks marked wanted on voyage are brought up on deck once a fortnight, you can have little difficulty only you may as well have a small store in one of your bags to commence with. But what I wish to point out is most of your fellow passengers will have a few niceties for a few days to commence with but as they will soon run out then you have a chance of making a pound or two of profit in a fair way and still be obliging your fellow companions for instance.

I will relate to you now a list of prices paid by a great many of my fellow passengers some of whom during the time of sea-sickness would have given any price for such things as I have mentioned and paid to my certain knowledge for 1 lb of jelly 1/6 and 1/-, quite a common price, milk per 6 1/2 p bought 1/- easy, pipes 1d each 1 doz boxes sold for 1d for a box, ham 1/4d per pound, cheese 1/- pound, biscuits one penny ea., padlocks 8d to 10d ea., pocket knives bought for 5d & 8d ea sold for 6d and 1/- ea. To save trouble in weighing up, one is better to get the jam jelly & marmalade in pots, as it is not very easy for one to get dishes to hold all their small things. The baking powder and soda can be sold at a good profit as we are not allowed one half what is needed to bake our flour with and it does not rise half so well without it.

The other things mentioned are all equally of a serviceable kind and are soon disposed of when they come to know you have them. The best plan is to seem as if you had them for your own use. But if they are anxious for them you will oblige them with a little at a time for a small profit, as the most of them take a fancy for such articles, especially when they think you can supply them for instance. To show you one way I saw a number of the articles disposed of, they wrote out a few notices that a sale was to take place at 3pm, had been tacked up and they sold well and was thought a fine opportunity to get any little thing needful and any one can act as auctioneer quite easily only watch the cash and don't let them see too many articles at one time as it spoils the sale and someone is apt to lay hold on what suits him.

Then for children under 4 years we get tinned veal every day, under 1 year eggs and soup alternately every day and rusks or small biscuits once a week to serve you all week. Then on Fridays are got for infants a small quantity of rice, flour and oatmeal also sugar for making them sweet. The married women nursing were allowed 1/2 pint of porter daily at 12 noon. The not so well got their beef tea daily. The general provisions were weighed out for the whole mess of four families, generally equal to from 8 to 12 adults, then the head of the mess divided them out and each family could do as they liked others just all fed together. But I found it as best to give each their share as some could eat their own and yours with no trouble and often think themselves cheated when done.

There are a great many lessons to learn on board an emigrant ship, as each has first to try and look after themselves it does not do to be the least bit backwards or else you are certain to come off by loss. The only way is to look alive and if possible be first or nearly so as the last ones generally come off poorly for my part. The dishes I had to cook any extra thing of our own in were mostly made from empty meat cans with a piece of wire for a bow (handle). There is also a bag supplied for boiling your dumplings. But you are better to have a shirt tail or something of your own, as it often left by others not in a fit state to boil anything in and would take longer to clean it than you generally care about. We get the salt water from the deck to wash the dishes but that very sparing as you would be surprised to see the copper that has to wash dishes for over four hundred people. If one can keep on the right of the steward, cook and store keeper and perhaps do them a little favour or give them a tip at times, you can get a little oatmeal or such like and bake a few cakes or make a roly-poly for a change, which you can get in the oven anytime if you are civil with them. I had not the least trouble getting anything cooked or baked, while others who were a more domineering style had sometimes more trouble.

We had, when near the end of our voyage, a subscription for each the engine man, he having been very obliging with hot water and drying clothes for us, the cook for obligations various, the baker also had three days a week set apart for baking our bread etc. anything on other days was an obligation, in fact the baker at times would give you a loaf for your flour, and a number more at same price which saves time. If possible pay your auctioneer and act as clerk yourself. Get someone who has a gift of the gab and you will find it not ill to manage. I can assure you as you will meet with all sorts and sizes on board an emigrant ship.

I will now give you a description of how we were treated on board the Maulesden and I am informed that we are much the the same as other emigrants, as all the stores are supplied by the Queensland Government and are much alike. Only the Captain and Doctor have a good deal left to their discretion and if asked civilly for any small thing extra, you generally get it with little trouble. For instance, on Monday morning we got porridge at 7am, hot water for coffee at 7-30am, then during forenoon you get tinned meat and preserved potatoes to use at dinner time. You can either make them up as soup or get hot water and make up the potatoes same as broose and eat that with your tinned meat then tea water at 5 o'clock in the evening. Next day hot water, at 7am pea soup and at 12 o'clock rice and hot water for tea at 5pm.

Wednesday morning hot water at 7am, pork and beans at 12 noon, tea water at 5pm. Thursday morning porridge at 7am, hot water 7-30 am, duff at 12 noon, with corned beef, tea water at 5pm. Friday hot water at 7 am, pea soup and tinned meat at 12 noon, rice at 4-30pm, hot water for tea at 5pm. Saturday beef and potatoes at 12 noon, hot water at 5pm. Sunday hot water at 7am, duff and beef at 12noon, tea water at 5pm.

We are served out twice a week with stores. We get tea, sugar, coffee and butter on Tuesdays and Fridays. Flour and raisins Tuesday, Thursday and Saturday, and can either make a dumpling and make a few scones. We had a coffee mill on board and had our ships biscuits ground down and mixed with the flour in our dumplings. That was a great advantage to those with a family, as you could not eat the hard biscuits any other way and you had no trouble getting a box full of them every morning. Some never thought of using them at all. We got carrots and onions twice a week, pickles and marmalade once, treacle once a week 1 tin serving 10 to 12. We get fresh water at 7am every morning and have to be careful with it, plenty to use but none to abuse. While in tropics we got lime juice and loaf sugar twice a week and if you mixed it up at once with water and sugar to taste you had as much as you could drink all week.

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