

MORWELL HISTORICAL SOCIETY

NEWSLETTER

published monthly, except December

Meetings: 3rd Tuesday of the month at 7.30 pm
in St. Andrews Presbyterian Church Hall

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JULY 1991

WELCOME TO THE JULY NEWSLETTER

At our June meeting, Mr. Adrian Walker gave a most interesting and informative account of the Walker family of "Riverdale", Yinnar South, dating from the arrival of his grandfather, Joseph Walker, on January 1st, 1887. A booklet compiled to celebrate the centenary of Joseph's arrival contains the article which is reprinted in this month's newsletter.

Joseph Walker's daughter, Emily, kept a diary of the family's voyage to Australia in 1884. It makes fascinating reading and we will reprint it over the next few months in our newsletters. Our thanks go to the Walker family for permission to reproduce the diary and the above mentioned article.

The City of Morwell has received notification that the Yinnar Butter Factory has been placed on the National Trust's register of classified places and objects - details appear inside.

Also in this month's newsletter is a list of names which appear on the Hazelwood North State School Honour Board for World War 1. Hazelwood North Principal, Mr. Bryan Campbell, has put together some facts and calculated "rough" birth dates, using the school's registers, which date back to 1881. If anyone can add any further information, Mr. Campbell will be pleased to hear from you. (The Annie Thompson mentioned on the Honour Board was a nurse).

NEXT MEETING - TUESDAY JULY 16. Guest Speaker will be DEACONESS NANCY DREW.
Her topic: The History of Social Work in Morwell

HAZELWOOD NORTH PRIMARY SCHOOL HONOUR BOARD

DAVIES George A (Guardian David Jones)

Born Feb. 1900

Lived Hazelwood North

Attended Hazelwood North 28/10/1910 - ?

EXTON Keith W (father Harry - occupation farmer)

Born Dec. 1896

Lived Hazelwood North

Attended Hazelwood North Feb. 1908 - 19/6/1908

HALLIDAY Clarence (Guardian George Bolding)

Born Jan. 1897

Lived Hazelwood North

Attended Hazelwood North 6/9/1909 - ?

HULME Frederick (Guardian Joseph Bolding)

Born Feb. 1899

Lived Hazelwood North

Attended Hazelwood North 7/11/1910 - ?

HULME Esther enrolled June 1912 - father William Hulme, Traralgon

KERR John (father Ralph - labourer)

Born Jan. 1891

Lived Hazelwood North

Attended Hazelwood North 18/6/1900 - Sept. 1903

KERR James (father Ralph - labourer)

Born Feb 1894

Lived Hazelwood North

Attended Hazelwood North 18/6/1900 - Dec. 1904

McKENZIE William (father Robert - Creamery manager)

Born Aug. 1902 (brother of Robert, Gordon and Burke)

Lived Hazelwood North

Attended Hazelwood North 3/2/1902 - March 1905

HAZELWOOD NORTH PRIMARY SCHOOL HONOUR BOARD (cont)

OWEN Llewellyn (father Robert - dairyman)
Born Jan. 1901
Lived Hazelwood North
Attended Hazelwood north Jan.1904 - Sept. 1904

PELLESIER Antonie (father - Louis - farmer)
Born Jan 1901
Lived Hazelwood North
Attended Hazelwood North 28/1/1909

SHAW Archibald (father - Donald - farmer)
Born May 1886
Lived Hazelwood north
Attended Hazelwood North Nov. 1890

SHAW Alexander (father Donald - farmer)
Born Aug. 1893
Lived Hazelwood North
Attended Hazelwood North 23/1/1900 - 1/10/1906

SMITH Robert N.M. (father Newton John - teacher)
Born Aug. 1896
Attended Hazelwood north 22/10/1900 - 1905
(John Smith was Head Teacher from 1886 - 1901)

THOMPSON Annie Margaret
Lived Hazelwood north
Attended Hazelwood North Jan 1895 - ?

Faulkner's founder says cheers to the trade!

AFTER 38 years in a self-service grocery chain, a hardware store and one of Morwell's most popular liquor outlets, the man behind the famous Faulkner name is finally relinquishing his business.

Roy Faulkner's last venture, Faulkners Bottle Gourmet in Morwell, changed hands early last month leaving Roy and his family free from the pressure of business.

It all started on 21 December, 1953 in a shop in Church Street, Morwell. The shop, which still stands, was the first in a chain of self-service grocery stores that dominated the business community of Morwell for almost two decades during the 1950s and 1960s.

"I happened to be in the street one day when I struck a cash register salesman who was selling for a national company," Roy

recalled. "I spoke to him about this self-service business that I had read about in some of the papers and was all the rage in America.

"I asked him whether he had anything on it and he told me he had all the fixtures, fittings and checkouts that I'd need to get going.

"So we gave it a go and it started to boom...we were an immediate success. At that stage, there were all these people coming into the area from overseas who couldn't speak English who were setting up satellite towns all around with the boom of the SEC."

From then on, the Faulkner name grew, eventually taking a stranglehold on the grocery area in Morwell. However, bigger business found its way into town with the

multi-national chains putting more and more pressure on the traditional Faulkner's self-service stores.

But instead of folding Mr Faulkner diversified, adding a continental delicatessen to his business, increasing liquor stocks and eventually opening a hardware store.

In 1955, Faulkner's moved into the store on the corner of Commercial Road and Tarwin Streets, but it wasn't until 1986 that it moved to its present location in Commercial Road.

The family hardware store, located further east down Commercial Road, also relocated in 1986 and today, they stand side by side.

The Faulkner name will continue...despite the absence of the familiar face of its founder.

3.
National Trust
of Australia (Victoria)



President
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25 June 1991

EW

The Chief Executive Officer
Shire of Morwell
P O Box 708
MORWELL 3840

c c Morwell Historical Society

Dear Sir,

RE: YINNAR BUTTER FACTORY

I write to advise you that the above has been included in the National Trust's Register of Classified places and objects. The Register lists those places/objects which, in the Trust's opinion, are important parts of Australia's heritage and which therefore require special care.

The Trust believes that Classified places/objects are an essential part of Australia's heritage and must be preserved.

In support of this Classification, the attached citation has been adopted.

The inclusion of a place/object in the National Trust Register does not impose any legal obligations on property owners or occupiers. The objective of including a place in the Register is to draw community attention to the special importance of that place as a component of the nation's heritage.

May I also draw your attention to the contents of Section 4(1)(d) and Section 6 of the Planning and Environment Act 1987. It is recommended that the Shire of Morwell, as part of any future planning scheme review, utilise the powers conferred under the Planning and Environment Act to conserve and enhance this place, together with other places of special cultural value.

Should you have any queries regarding this Classification, please do not hesitate to contact Mrs Liz Ward of this office.

Yours sincerely,

for IAN WIGHT
Assistant Administrator
(Conservation)

STATEMENT OF SIGNIFICANCE

4.

Yinnar Butter Factory is important at a local level for its historical significance. It is a relatively intact representative sample of the type of small town butter factories which once were found in many Gippsland towns. Neither technologically advanced nor architecturally significant the factory nevertheless maintained steady growth over a period of nearly ninety years and is once again the centre of a cooperative venture.

HISTORY

CHRONOLOGY

- 1891 - Yinnar one of nine cooperatives formed in Gippsland. ¹
- 1891 - Registered as a cooperative on 13 October, 1891. ²
- 1901 - liquidated as a cooperative and reregistered at a Proprietary Limited Company on 23 February, 1901 under the name of Wood and Company. ³
- 1915 - still listed under Wood and Company. ⁴
- 1915@ - sold to mr Hussey who demolished building ⁵
- 1929 - butter factory established on present site ⁶
- 1934 - listed as Yinnar and District Butter Factory Pty. Ltd in the 1934 Department of Agriculture listing of Butter Factories. ⁷
- 1940 - Yinnar Dairy Products Pty Ltd taken over by Nestles ⁸
- 1973 - Nestle's at Yinnar merged with Murray Goulburn. ⁹
- 1973 Murray Goulburn merged with South Gippsland Milk Industries and Gippsland Amalgamated Milk Products. ¹⁰
- 1978 - used as a holding place for powdered milk
- 1970s - late - closed
- 1986 - 3 stainless steel milk tanks removed, one to Leongatha
- 1988 - September - boiler removed and wrecked and brine tanks also removed

HISTORY

Yinnar and district Butter Factory fits into a category of undistinguished organizations which was not the first or the only anything but sustained its steady growth and participated in the dairying industry without ever attracting attention. One of the problems associated with the research on this building has been the general lack of information on Yinnar generally and on the factory in particular.

During the initial years of the dairying industry many early cooperatives succumbed to the pressure of the factory agents and sent all their cream away. Yinnar was one of the first to do so. in the early 1900s. ¹¹

After the first butter factory was demolished @1915 a new consortium established a factory on the present site in 1929. Messrs T.N. Stephenson (Bairnsdale), W.F. Stephenson (Maffra) and R.J. Morley (Tyers) had all had experience on milk processing and began work. Yinnar produced butter only from cream delivered by private carriers.

After the outbreak of World War II there was a growing demand for condensed and evaporated milk from defence services and Nestle's bought out the Yinnar Dairy Products Pty Ltd company. This required a supply of whole milk rather than cream and butter was phased out changing equipment needs. A company owned fleet was established and staff increased to 43 in the peak season. Staff houses and hostels catered for the workers accomodation.

The introduction of water cooled milk changed the delivery system in 1960 from can pickup to tanks held on farms. The factory was extensively altered at this period. Floors were lowered to ground level, new plants with larger pumps were put in, a tanker washing bay built and a large gantry installed to change tanker from one prime mover to another.

Between 1944 and 1950 Nestle's Milk Factory took a growing interest in the Yinnar Primary School and to demonstrate their level of community support supplied a pipe line down along the main street to provide water for the school garden.¹² The gates to the new Yinnar Factory once held a plaque stating that the factory was opened by Major General Sir Rohan Delacombe.¹³

By 1969 most dairy farmers had installed refrigeration so milk needed to be picked up only once a day. The 106 Gippsland Farmers who supplied Nestle's at Yinnar voted to join Murray Goulburn in 1973, a move which was soon emulated across Victoria as more and more factories became depots for Murray Goulburn.¹⁴ Yinnar Butter Factory soon stopped being an active plant as a result of the merger which was immediately followed by the takeover by Murray Goulburn of both Gippsland Milk Industries and Gippsland Amalgamated Milk Products.¹⁵

The building was used as a storehouse for powdered milk at some stage in the late 1970s just prior to its complete closure. Equipment was removed in 1986 to Leongatha and the brine tanks and boiler sold for scrap in 1988.¹⁶ No equipment remains today although some piping is retained.

DESCRIPTION

A large brick building with a triple gable corrugated iron roof. Engine shed and Cooling tower made of corrugated iron and some outbuildings with asbestos sheeting walls. a Colorful mural adorns the front wall of the loading bay facing the main street and consists of a painting depicting the local dairy herds.

The former engine room and cooling tower are made of corrugated iron as is the roof. Some newer outbuildings have asbestos sheeting walls. Windows are steel framed. The building lacks the distinctive ridge line ventilation seen in many dairy buildings as ventilation is provided by the insertion of several swivel vents. The front facing wall of the loading bay has been painted with a colorful mural featuring a dairy herd and a local dairy champion cow.

CONTEXT

The former Yinnar Butter Factory is situated in the main street

of Yinnar opposite the Yinnar Hotel facing the town's only T intersection. It occupies a prominent place in this small country town's streetscape and is a highly visual reminder of the importance the local dairy industry once played in the daily lives of residents and farmers. Its position opposite the only hotel and in front of the now closed railway line demonstrates its centrality. Evidence exists to show that a branch line once extended into the factory grounds. This small building on the opposite side of the railway line to the disused station was probably used for loading cream and milk directly onto waggons.

PRESENT USE

As a local art cooperative.

PRESENT CONDITION

The building is maintained in good, weatherproof condition. The boiler was removed from the building in September 1988 just before my visit. Two stainless steel brine tanks were also removed a little earlier. Murray Goulburn Cooperative removed one stainless steel tank in 1986 while another stainless steel tank removed by Murray Goulburn is now located at their Leongatha site.¹⁷ Internal piping remains in place. The engine shed and cooling tower are in reasonable condition but not maintained. The removal of the boiler has left some damage to internal supporting brickwork.

10. EVALUATION AND COMPARATIVE ANALYSIS

Given the poor historical record an undistinguished history.

It's all over for Yallourn town overburden

A HISTORIC milestone will be reached at Yallourn Open Cut this week.

The last overburden - the dirt and clay that sits on top of the coal seam - will be removed from the Yallourn township field 70 years after works began at the birthplace of the Latrobe Valley power industry.

The completion of overburden removal will be the first of many milestones which will be achieved as Yallourn Open Cut

begins the transfer of its operations to East Field. The next event will be the start of the overburden removal from East Field in April 1992.

SEC Yallourn overburden production superintendent, Peter Scott, said the completion of overburden removal from the township field was an important event for the SEC.

"The first overburden removal in the Yallourn Open Cut was in 1920, so basically we've

been in the one hole all that time," he said. "The transfer to East Field is the first time we have relocated to a new operating base."

Mr Scott said there had been a significant achievement by the overburden production section to meet the target completion date. "Our production rate from the 13 dredger overburden system over the last 12 months has been better than any other time during its 15 years in operation," Mr Scott said.

The Yallourn overburden system will now be progressively relocated to East Field before the start of overburden removal in April next year. Yallourn Open Cut activities are expected to be completely transferred to East Field by August 1998.

Overburden removal is likely to be completed in the year 2005 with coal from East Field estimated to be exhausted by the year 2010.

L V. Express June 1991

7.

JOSEPH WALKER 1843 - 1925

Joseph Walker was born at Darley in the Nidd Valley, Yorkshire, England. His father, Thomas Walker, had left the weaving industry to take up farming. In the reign of King George III, Robert Walker, an older member of the firm in Nottingham spun the first Merino wool, sent by McArthur from N.S.W., to make a coat for the king. Walker is a vocational name associated with the manufacture of flax into cloth, the walking being part of the process.

When Joseph Walker was ^{eight} three years old his father suffered a haemorrhage and died, while returning from helping a neighbour with a sick animal. An older brother, Robert, managed his mother's farm till the family grew up. Joseph was sent to Ackworth Friends' School where he stayed for three years without home leave. A herd of thirty cows was kept to provide milk, cream and butter for the school community where four hundred girls and boys were in residence.

When a youth of nineteen Joseph went to Canada and the U.S.A and got a job with a farmer, Jimmy Munroe, Jamesville, Ohio. When ploughing with horses and a single furrow plough he found knee boots too hot so he went barefoot.

Other brothers settled at Burgessville, Ontario, but Joseph considered the American climate too severe and returned to Yorkshire. He married his boyhood sweetheart, Sarah Webster, and leased "The Poplars" on the Harewood Estate near Knaresborough. He became a life member of the Royal Agricultural Society of England and received all their current literature. He visited "Rothamstead" where John Bennet Laws showed him a field where wheat had been grown for fifty years. Laws had discovered that animal charcoal when treated with sulphuric acid made plants grow better than they did with untreated bone. In another field barley had been grown for fourteen years but Laws did not consider that this trial was long enough.

At the time when James McArthur, James Reilly, Paul Strzelecki, and party with their six horses were struggling across the hills of Jumbuk and Jeeralang in 1840, John Laws was developing the process of treating rock phosphate with sulphuric acid. He patented his discovery of "artificial manure" (now known as superphosphate) and later sold his factory for three hundred thousand pounds. "Rothamstead" became an experimental farm that Laws left one hundred thousand pounds for an endowment.

By 1884 Joseph Walker had a family of two daughters and three sons - Emily, John, Frank, Robert and Ellen. Farming had been successful and with his share of the family estate he was able to come to Australia aboard "S.S. Garonne". Emily kept a diary that still makes interesting reading. Early one morning in the Great Australian Bight, Joseph was leaning on the railing watching the coast. Without warning an outside wave nearly washed him overboard. Besides the shock, he suffered a very lame back.

For a time the family lived in a house in Inkerman Road, Caulfield, Victoria, before moving to a dry hill property at Gembrook. Not only was the farm a disappointment, but Sarah Walker, who had poor health, passed away. Joseph then spent more time travelling by train and long distances on foot looking at farms. Through Mirboo, Mardan, and Leongatha areas many settlers were cutting their first scrub and living in tents and bark huts. At Middle Creek he saw "Riverdale" for which James Champ asked six pounds an acre for two hundred and sixty acres.

Champ had fulfilled the Government conditions of putting up a boundary fence and sowing three acres of pasture. His title is dated 1879. Most of the boundary fence was dog-leg, chock and log, and about twenty chains of post and wire. The posts were bored for four strands of number six plain black wire. One post, split out of a twelve inch messmate was later taken out of the ground after sixty years. White gum spars were so thick on "Riverdale" that it was not possible to fire a rifle bullet from the house to the outer boundary, a distance of five hundred yards. Paddy melon (small wallaby) could be shot for dog tucker within two hundred yards of the house.

While Joseph was away looking at other farms, Champ resorted to the old English trick of raising the price half a crown per acre. Being wise to the ruse Joseph closed the deal before the price went any higher. James Champ had lived at "Riverdale" for about ten years. His neighbouring block holder, Singer, had a hut only a few yards away from him. These settlers kept grazing cattle until the animal disease, pleuro pneumonia, broke out which made them both decide to sell their selections.

On New Years Day 1887 Joseph Walker, and his son John arrived at Yinnar in a spring cart pulled by one horse after a trip of three days from Gembrook. The races were in progress at "Lavina Park" and they had their lunch on the roadside opposite the race track.

The early years at "Riverdale" were truly tough, but no tougher than on all the selections along the creek and back in the hills of Jeeralang, Jumbuk and Budgerie. First, tracks had to be cut through scrub and logs to the surveyed roads that were replacing the old original supply and stock routes. Champ and Singer had lived side by side for protection and had evidently money to pay for work done as well as some fencing and building materials. After ten years or so it must have become very plain to them that fattening cattle on native grasses would not be a paying proposition.

With a herd of thirty-five cows, pigs and poultry, an orchard and a vegetable garden, this successful man Joseph turned to dairying. It was said that the best move that the Victorian Government made in those early times was to encourage dairying and to subsidise butter factories. The development of "Riverdale" was typical throughout the Yinnar district.

In 1890, Joseph Walker married Charlotte Edmunds from London, who had trained as a nurse at the Alfred Hospital. His second family consisted of Martin, Charles, Edith, Eric, George and Tom. The older sons, John, Frank and Bob worked at home with the simple tools then used for ringing, grubbing, clearing and fencing. A dairy (bark and slab) was built to Government regulations, and also subdivisational fences.

Vegetables were scarce in Melbourne at that time and with the addition of dissolved bone on the alluvial creek flats, bumper crops of cabbages were grown. They were packed into four bushel sacks and taken by bullock waggon up through the bush to Whitelaws Track thence to the Yinnar station. A large hollow stump with a thatched roof sheltered the Sickie brand manure at "Riverdale". Before 1900 a full truck of bones left Yinnar siding for the manure factory.

By 1909 "artificial manure" superphosphate was readily available and besides being used for growing potatoes, mangolds (beet), oats and other crops, it was spread on pasture. The dissolved

cont

9.

bones had been used on grass in a limited way before that. In 1909 several tons were spread from a dray. One man drove the horse while the other spread alternate hands full from a large tub in the back. The rule at first was to use one sack (186 lbs) for every milking cow. Later a bag was spread on each acre of grass every year.

Up till 1895 grass, oats and lucerne had been cut for hay with scythes and put into sheds or stacks with hand rakes, horse and sledge. For the longer hauls a frame was put on the dray and the man on the load had a tricky job, even with ropes across, to get a safe ride. In the spring of 1896, when the older boys, John Frank and Bob were at the gold fields in West Australia, a mower and horse rake was first used. A Babcock milk tester was used in the spring of 1900. All heifers and any new additions to the herd were checked for the butterfat content in their milk. A special bottle was used for a skim milk sample and the separator, that also started the same year, was adjusted for clean skimming.

On a hot summer day in 1897 the wood and clay chimney of the original house caught fire which burnt the place to the ground. Neighbors were wonderful in helping out with supplies of food, kitchenware and other things. Business friends in Morwell raised the sum of sixteen pounds by subscription to help. It was not till long afterwards that a receipt turned up amongst old papers showing that the money had been paid to the Gippsland Base Hospital, Sale.

Joseph Walker bought a ridging plough and a scarifier from England. In 1908 he got an eleven coulter grain drill and a three furrow disc plough. In 1911 L.K.G. milking machines and a six H.P. Hornsby petrol engine came into use. The L.K.G. machines had pneumatic pulsators on top of five gallon cans. These stood in double bails with a cow on either side. In springtime it was quite a heavy task carrying the milk of two cows to the separator vat on a high stand in the separator room. In 1917 a Ridd pipe line plant was installed that greatly simplified the job. By this time the steam turbine cream separator had been superseded by a belt driven machine and skim milk pumped away by pipeline.

Before 1900 several different breeds of cattle were kept at "Riverdale" but with the coming of the Babcock milk tester it became very evident that Jerseys produced butterfat most economically.

In 1923 the Jersey Stud was founded. 1925 saw the first tractor at "Riverdale" - a steel wheeled Fordson.

Martin, Charlie and their mother worked "Riverdale" as a partnership after Joseph died in 1925. During 1930 the concrete silo was built with the assistance of Stewart Morris. Stone was washed, sieved and carted from the creek - sand was collected and all mixed by hand with cement and pulled up the silo in buckets. Maize was cut with a binder and chopped up with a cutter to make high quality silage in the silo. In the late 20's a Model T Ford car was owned by Martin and in 1930 he bought an A Model Ford.

The farm was divided between Martin and Charlie in 1940. Charlie named his "Drumrossie" - which he ran as a very neat and tidy dairy farm. "Drumrossie" today is being worked by one of his sons, Ian, and his two sons David and Robert.

About 1943 an International hay press was bought to bale the stacks of loose hay and in 1945 a Farmall MD tractor was

purchased. Two years later rubber tyres were fitted to it. A power mower was also fitted and later hydraulic cylinders, to lift the mower.

In December 1951, Adrian came home after attending Friends' School, Hobart, to work on the farm. Martin bought a Fox forage harvester for silage making. This was used to fill the silo with silage to feed the 45 Jersey cows.

More land was cleared during the next 20 years, using bulldozers instead of hand clearing. Land was also cleared at the nearby "Fernsby" property, where one piece is used as an air strip for super spreading.

In 1962 Martin bought the foundation stock for the purebred Friesian stud. He could see the advantage of Friesians for the city milk contracts. These days the Friesians are becoming the more popular breed.

After Martin's death in 1977, Adrian and his wife Anne (nee Gare) ran the farm. Peter, their son, left school and joined the partnership until his death in April 1986. Adrian and Anne now milk 100 purebred cows, half Jersey and half Friesian at "Riverdale".

Over the years cream and milk was sold to different factories. Before the separator started work large bowls of milk were set in the creek to cool, and the cream scooped off with a large spoon. This cream was sent to a Melbourne butter factory by train. At another era, milk was taken to the creamery situated near the front gate of "Riverdale" where Mr Heesom used to separate the milk and sell the cream. The skim milk was brought home again for the pigs. Cream was also sent to the Yinnar Butter factory and in the 1930's to the Moe factory.

About 1940 Nestles came to Yinnar, and the milk was taken to the road in cans and picked up by the milk truck and transported to the factory. This continued until 1960 when Moe Co-operative started collecting bulk milk by tanker. A 'Sunset' refrigerated milk vat was installed for the 75 cows milked at that time. Bulk milk allowed easy handling of the milk and all farmers increased the size of their herds after this.



EMILY WALKER'S DIARY 1884.

EMILY WALKER (1870 - 1917) daughter of Joseph Walker, kept a diary of the family's journey to Australia on the S.S. 'Garonne', which gives a vivid picture of life on board. Her mother, Sarah, had bad health and died in 1886. Emily helped her father take care of the family after her mother's death. She married Arthur Gilbert of Yinnar South and died, aged 47, in 1917, from tuberculosis. She is buried in Hazelwood cemetery.

DATE	DIST. RUN.	DATE	DIST. RUN.	DATE	DIST. RUN.
20.		20.	ADELAIDE	6.	264 miles
2.		21.	271 miles	7.	285 "
3.		22.	298 "	8.	320 "
4.	280 miles	23.	292 "	9.	300 "
5.	312 "	24.	300 "	10.	303 "
6.	317 "	25.	293 "	11.	293 "
7.	291 "	26.	248 "	12.	ADELAIDE
8.	297 "	27.	275 "	13.	207 miles
9.	206 "	28.	272 "	14.	MELBOURNE
10.	NAPLES	29.	259 "		
11.	206 miles	30.	247 "		
12.	208 "	31.	246 "		
13.	PORT SAID 2.				
14.	CANAL	JUNE.			
15.	do. Suez	1.	255 "		
16.	87 miles	2.	273 "		
17.	280 "	3.	274 "		
18.	285 "	4.	288 "		
19.	292 "	5.	307 "		

Left Plymouth on May 2nd 1884.
 Most of the passengers began to be squeamish "cast up accounts" the same day, ourselves among the number. Had a very unsettled night, a great deal of noise overhead - boxes tumbling about &c. &c. Maria slept very little, & felt tired, & ill, when morning came. All of us kept pretty much to our cabins on the 3rd, & often washed ourselves back in England again. Nell was nearly thrown out of her berth, two or three times, so Mrs. Stockdale got into it, & kept her company. Poor little Nellie ~~she~~ felt very poorly, & the noise, &

2
tossing about, added to the complete
uncomfort. Lightened here. Mamma &
Helle had the lower bunks, & Mamma
& the upper ones, on the other cabin
Hapa & John occupied the tops, &
Frank & Bobbie the bottom bunks.
The two cabins were exactly opposite
one another, which ~~was~~ ^{is} much
better than if we ~~were~~ ^{were} separated.
We were obliged to have our doors
open, it was so stuffy & hot in the
cabins. Mamma caught the
head steward watching us in
the afternoon, so we closed the
door. The stewardess is rather
a rough sort of woman, ^{who} she
doesn't have much pity for
us, although looking very sick
herself. The Bay of Biscay is
See note at the end of the diary.

4
but very few passengers attended, &
few sailors; I don't think it was a
great success; Captain Tillet read
the prayers. Hapa went, the rest
of us did not feel equal to much
excursion. Mamma is very sick
still, & unable to taste much food.
There are a great many sea-gulls, &
stormy-petrels, flying round. We
are within a short distance, about
5 miles I understand, of the
Portuguese coast. The cliffs are high
& bare; vegetation very scanty &
seemingly devoid of human
habitation in any shape. Passed
Cape St. Vincent about 15 miles away.
There are a lighthouse & a few small
houses on the cliffs here. The waves
look to dash against the rocks.

12. 3.
not very calm to day, - as it seems
to us, - although we are told it
is smooth, in comparison to
many passages they have had
across it. Had a little better
night than last, I am glad
to say, & all except dear Mother
got up to breakfast at 8 o'clock.
Miss Stockdale & I, were too sick
to eat, so we went on deck.
After a while Hapa brought
us a little marmalade &
bread, which we could not
finish, & so gave it to "Old
Neptune". Today is Sunday, &
May 4th; it does not seem like
a sabbath day at all, to us.
There was a short service held
in the first class saloon at 10 am.

5.
with great force, & the foam & spray,
is beautiful. I can almost imagine
I hear the great noise there must
be over there. - We are travelling
at the rate of 8 knots an hour;
The waves are very pretty, in
the distance, there seem to be
a good many foam-caps, but
I hope we ^{may} have a quiet night,
I think we all need one. On
May 5th, we were up on deck a
little after 6 o'clock in the morning,
when we were somewhat in the
way of the sailors "swabbing" - i.e.
washing the decks. There is
little, or no inducement, to early
rising at sea, one seems to be
in the way alike in ^{the} saloon
& on deck, so that the best

6. 13.

Plan is not to get up very early, unless you are prepared to put up with a good deal of inconvenience, on all sides. I think we all felt ourselves again, today, & quite ready for our meals, excepting poor Mother, who still continues squeamish & ill. There is a beautiful, cool breeze on deck. We passed the rock of Gibraltar, at 2 o'clock a.m. today, but it was very dark, & those passengers who got up on purpose to see it, were quite disappointed. Saw a good many ships, & one Portuguese man-of-war, all homeward bound. Every body was hungry, & ready for tea at 5 o'clock.

8. Our expectations of them. Our present speed is 13 knots per hour. I'm afraid there is a squall brewing. The sea looks rougher & there is greater motion of the vessel. Have not passed any ships today, owing to our being out of the ordinary track, I suppose. John & Mivie have very bad colds - influenzas - it is to be hoped no one else will take them. John, Frank, Bob, & Nell, have commenced lessons. I do a little French in the morning. (decidedly uninteresting work). A heavy ground-swell is commencing which is expected to last the night. I suppose we may prepare

9. It is too cold to be up on deck after tea, so I am writing in my diary. The boys & Nell are reading & playing draughts. Miss Stoddard is sewing & Pupa is with Mama in our cabin. We have supper at 9 o'clock p.m. then to bed. Mama is better than she was, & came up on deck for the first time on the 6th about 10 o'clock. We are passing some beautiful snow-capped mountains in the south of Spain, which are the Sierra Nevada I believe. The "blue waters of the Mediterranean" are so pretty & very clear, & I think fulfill all

9. for unpleasant experiences. Expect to arrive at Naples tomorrow or the day after. When May 9th dawned it found many of the passengers ill again with the rather squally night, & increased speed, necessary to arrive at Naples at the proper time, as we have been driven out of the proper course unfortunately. All of us staid in bed most of the day. A steward attends to the other cabin, he is a most remarkable looking, pugnacious little fellow & said to be very clever. The "Garonne" arrived in Naples on May 10th exactly 4 days after (we left Plymouth)