
Augustus Philip Samson – from Jersey to New Zealand

The story of a Jersey sea captain's emigration to New Zealand in 1875

Mark Boleat – 2nd edition, May 2019



*Augustus Philip Samson, 1842-1889, picture taken in about 1870
Picture from the National Library of New Zealand,*

The assistance of the Alexander Turnbull Library, the National Library of New Zealand, in providing information and photographs for this paper, in particular for permission to reproduce the appendices to this paper, is gratefully acknowledged. The original log reference is MS-Papers-2331; the reference for all the papers in the appendices and the photographs is MS-Papers-0367.

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Contents

Introduction	2
Earliest records	3
Jersey years, 1842–1875	4
Emigration from Jersey to New Zealand	5
The Journey to New Zealand, 1875	6
Napier, 1875-1888	8
Augustus Samson’s descendants	9
Charles Samson, brother of Augustus	10
Appendices	
1. Letter from John Cameron, 26 April 1969	12
2. First page of original log of Augustus Philip Samson	13
3. Transcript of log of Augustus Philip Samson	14
4. Letter of instruction to Augustus Philip Samson to captain a ship to Archangel	28

Introduction

Augustus Philip Samson, born on 16 December 1842, was the eldest son of Auguste Constant Samson and Jane Elizabeth Du Feu, both of whom were just 19 when he was born. Unlike all his siblings he made his home outside Jersey, perhaps unusual for an eldest son. He is not recorded in the 1861 Jersey census, having “run away to sea”. In 1871 he married Mary Ann Laurens in Jersey.

In 1875 Augustus and Mary emigrated to New Zealand on the Countess of Kintore, leaving London on 18 March and arriving at Napier, Hawke’s Bay on 8 June. He kept a log of the voyage. His grandson, John Cameron, donated the log of his grandfather’s voyage to the National Library of New Zealand together with his letter, written in 1969, which summarizes the life of Augustus Philip Samson. The log is an excellent contemporary description of the nature of the rather hazardous journey that emigrants made in the 1870s. Part of the diary is reproduced in a chapter in *Salt beneath the skin*, edited by Tessa Duder (HarperCollins, 1999). The preamble in this chapter mentions Pete McCurdy, a great-great-grandson of Augustus Philip, who was the founding curator of the New Zealand National Maritime Museum in Auckland.

This paper reproduces that log in full, and draws on other information to give as much context as possible. It describes the origins of the Samson family, itself a fascinating story that begins in Trier in the Saarland and moves through St Malo in France to Jersey. It also explains the policy of attracting large-scale immigration into New Zealand.

Since the first edition of this paper was published in 2014 it has emerged that a younger brother of Augustus, Charles Thomas Samson, had emigrated to New Zealand in 1874 and within a few years was living close to his elder brother in Napier. It is not known if the brothers were aware of this or even of each other’s existence. This edition includes a short section on Charles Thomas Samson.

A more detailed study of the wider Jersey Samson family is available on www.boleat.com.

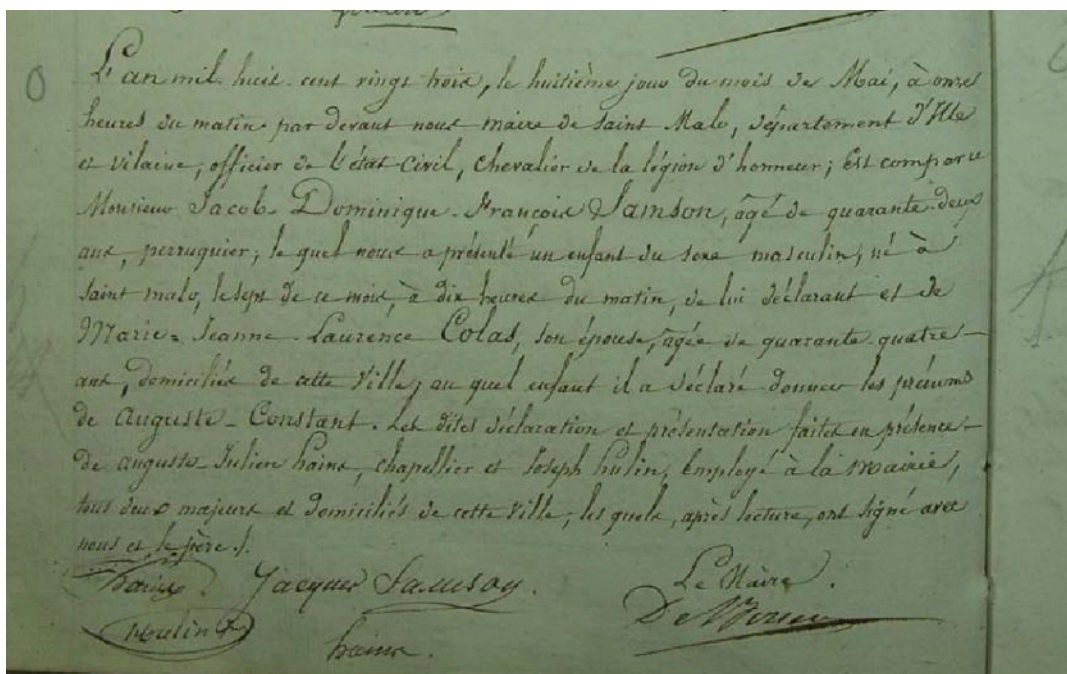
Earliest records

Johann Henrich Sampsson, born in about 1720 in the Saarland in what is now Germany, is the earliest known ancestor of Augustus Philip Samson. He married Helena Bergmann, but little more is known about either of them. Their son, Johann Franz Sampsson, was born in Losheim, a town in Merzig-Wadern in the Saarland, on 22 November 1749. On 10 May 1779, his name having been shortened to Samson, Johann married Anna Margarethe Brettnacher, born in the nearby town of Betting. Anna had been born on 20 August 1753 in Betting, the daughter of Johannes Brettnacher and Anna Margaretha Schnetzer. Betting is in the Moselle, about 45 kilometres south of Losheim. Their marriage was in Waldwisse, between Losheim and Betting.

By 1780 Johann and Anna had moved to the historic town of Treves, now known as Trier, in the Rhineland Palatinate. On 17 September 1780 their son, Jacob Dominique Francois Samson, was born. The next record of Jacob is in St Malo, France in 1816. So why did he leave Trier, and why did he go to St Malo? The answer to the first question may possibly lie in the Napoleonic wars. Trier is one of the oldest cities in Germany, occupying a strategic place on the border with France and Luxembourg. France claimed Trier in 1794 during the French revolutionary wars, but after the Napoleonic wars ended in 1815 Trier passed to the Kingdom of Prussia. Perhaps the upheaval during this period led to Jacob moving to St Malo.

On 29 January 1816 in St Malo, Jacob Samson married Marie Jeanne Laurence Colas. The ancestry of Marie is well documented. She came from the commune of St Alban in Brittany, close to St Brieuc. She was the daughter of Joseph Yves Louis Colas (1743) and Francoise Briend (1749), both born in St Alban. Her Colas ancestry can be traced back in St Alban through Louis Colas (1714) and Louise Chretien (1709) and Jean Colas and Gillette Bertro (both about 1690).

Jacob and Marie's first child, Constance Augustine Marie Samson, was born in St Malo on 4 November 1818; she died in St Malo on 15 May 1819. On 7 May 1823, Auguste Constant Samson was born. There is no evidence of any other children.



The birth record of Auguste Constant Samson, 1823, St Malo

Some time between 1823 and 1838 Jacob, Marie and Auguste made the 60-kilometre boat crossing from St Malo to the Channel Island of Jersey. There is no way of knowing when the move actually took place or why.

However, from 1815 to 1850 Jersey enjoyed a massive economic boom based on cod fishing, shipping and shipbuilding, wealthy immigrants and construction. Such a boom could not have happened without immigration, and the population of Jersey doubled from 28,600 in 1821 to 57,020 in 1851. Most of this immigration was from the British Isles. There was some French immigration in the 1820s partly to build the port of St Helier, but this source of work declined and the French born population fell in the 1840s.

By the age of 17 Auguste Samson was on his own, Marie Colas dying on 20 August 1838 and Jacob Samson on 11 December 1840. There are no other Samsons who could be related to Auguste in the 1841 Jersey census. He was recorded in the 1841 census as a "tinman" (a tinsmith or tinker), living at La Motte Street. On 21 January 1842, when he was just 18, he married another 18 year old, Jane Elizabeth Du Feu, and in so doing married into long established Jersey families. Jane's origins can be traced back to Nicolas Du Feu (1684) and Marie Le Breton, Jean Du Feu (1719) and Jeanne Le Sueur (1713), Charles Du Feu (1764) and Marie Alexandre (1766) and Philippe du Feu (1796) and Elizabeth Amy (1791).

Auguste and Jane produced no fewer than 14 children between 1842 and 1865. Augustus Philip Samson was the eldest, born on 16 December 1842. His most prominent sibling was James Albert Samson, born on 7 February 1855, who was to found what became a large plumbing and hardware business.

Auguste died on 22 June 1896, his wife, Jane, dying a year later on 5 June 1897.

Jersey years, 1842-1875

The parish register clearly records the birth on 16 December 1842 of Philippe Auguste Samson, but he is recorded subsequently everywhere as Augustus Philip Samson. In the 1851 census, aged 8, he was living with his parents, his father being recorded as "a tinman" at 19 Halkett Street, and two brothers and sisters. He cannot be traced in the 1861 census as he had literally "ran away to sea". His grandson John Cameron commented: "He was trained by his father as a plumber but, like some of his brothers, could not tolerate his father's excessively tight discipline and ran away to sea, gaining experience on voyages in various parts of the world. "

He gained his second mate's certificate in 1863, his first mate's certificate in 1865 and his master's certificate in 1867. He made a number of long voyages. Augustus was on the crew on the Kite, which sailed to Australia in 1866, and in 1870 he captained the Accra on it voyage to Archangel. John Cameron's letter commented: "After gaining his master's certificate and using it in long voyages for some time, the captain married in 1870 [actually 1871] and took on short voyages while trying to secure a shore job".



Augustus married Mary Ann Laurens on 20 October 1871 at St Helier Parish Church. Mary was born on 22 July 1844, the daughter of Thomas Laurens, a cabinet-maker, and Mary Ann Laffoley.

Probably some time in 1874 Augustus and Mary decided to emigrate to New Zealand. His grandson, John Cameron, said: "Capt Samson decided to emigrate because, having married, the captain decried a shore job. Unable to get anything suitable in Jersey and knowing that quite a large group of Channel Islanders had already settled successfully in Hawkes Bay he decided to try his luck in the colonies."

Mary Ann Laurens

Emigration from Jersey to New Zealand

Augustus and Mary Samson chose to leave Jersey and decided to seek a new life in New Zealand. He knew that a number of other Jersey people had made the move in the previous few years. It is helpful to analyze this trend in two parts – why did they want to leave Jersey, and that question settled why did they go to New Zealand.

The massive economic boom enjoyed by Jersey in the first half of the 19th century came to an abrupt end mid-century. After 1851 there was a downturn reflecting the decline in world trade, the collapse of the cod fishing and shipbuilding industries and, caused by the other factors, bank failures in the early 1880s. By 1871 the population had fallen modestly to 56,627 but there was a sharp decline to 52,445 by 1881, a reduction of 7.4%, although on a comparable basis the fall was more like 4%. In the 1860s and 1870s there was net emigration of over 4,000 in each decade. Augustus Samson left Jersey because he could not get a suitable shore job, but this in turn reflected the economic situation in Jersey.

But why New Zealand? The 1850s and 1860s were a period of conflict in New Zealand – between the British settlers and the native Maoris. The dominant politician between 1869 and 1887 was Julius Vogel, born in London whose early career was in journalism. In 1869 Vogel became Treasurer – equivalent to the UK Chancellor. He adopted a bold expansionist policy, bringing in thousands of immigrants through free and subsidized passages and extensive marketing. New Zealand's non-Maori population increased from 256,000 in 1871 to 624,000 in 1891, largely through immigration. Over half of immigrants came from England, about a quarter from Scotland and the remainder from the rest of the British Isles and the Continent. Immigration peaked in 1874 when there were 34,000 assisted passages. Immigrants from Jersey were five times the number that would be suggested by their share of the British population.

It seems that about 600 Jersey people arrived in New Zealand between 1883 and 1885. Most landed at Lyttleton (the port serving Christchurch), Port Chalmers (the port serving Dunedin) and Napier, although many then quickly moved to other areas. Keith Vautier's Family History Pages (www.keithspages.com.) includes a comprehensive list of Channel Island passengers to Australia and New Zealand. He records no fewer than 600 Channel Islanders arriving in New Zealand between 1873 and 1875.

Those settling in Napier or Hawkes Bay included William and Hannah Chambers and four children; John and Ann Asplit; Joseph Barre; George and Julia Bright and three children; Robert Dawson; George and Louisa Fuszard, and Henry and Mary Ann Fuszard (two brothers and their wives, with six children between them); Hugh and Elizabeth Donohoe and one child; Jane De Gruchy and two children; William and Mary Fogert; John and Elizabeth Langlois and six children; John Le Gallais; John Philip Le Geyt and 5 children; Stella Le Masurier; Ann Le Moignan and five children; Edwin Meierell; Philip and Mary Ann Light and three children; Henry and Marie Ridgway and five children; John and Mary Ann Adams; and James and Kate Thomas and three children.

The immigrants from Jersey were largely young families and most were manual workers rather than skilled or professional people.

Napier was a smaller settlement and did not attract the same number of immigrants as Auckland, Christchurch or Dunedin. But, largely as a result of the British immigration, between 1871 and 1874 the population of Napier increased by 60% from 2,174 to 3,514.

The Journey to New Zealand, 1875

Augustus Samson's log gives a detailed account of the Journey to New Zealand. He and Mary left Jersey on Monday 8 March 1875 at 6.45 a.m. and arrived via Guernsey in Southampton at 7:30 pm. The sea was rough and many of the passengers were badly seasick. They travelled by train to Waterloo arriving at 11.30 p.m. From March 9 to 15 they were in London preparing for the voyage. On 15 March they embarked on a ferry at Blackwell Pier which took them to Gravesend where they boarded the Countess of Kintore, their home for the next 86 days. The following day they were towed out to sea and their voyage began.



The Countess of Kintore was an "Aberdeen Clipper", a 700 ton barque, that is a vessel with at least three masts, all of them fully square rigged except for the sternmost one, which is fore-and-aft rigged. It was built in 1866 by John Duthrie Sons & Co, Torry Shipbuilding Ltd, Aberdeen. Largely under the command of Captain Petherbridge, under charter to Shaw, Savill Co., she carried hundreds of passengers to New Zealand ports between 1868 and 1875. Seven passages were made to Auckland and one each to Lyttleton, Port Chalmers, Napier (under Captain Braddick) and Nelson.

On the voyage to Napier, the Countess of Kintore had 124 emigrants made up of 18 families, eight just husband and wife and ten with 32 children, 37 single men and 18 single women.

The men were all mostly labourers or equivalent, although there were two tailors and a shoemaker. Augustus Samson was listed as a sailmaker. The women for whom an occupation was given were servants, housemaids or cooks. No occupation was given for any of the married women.

No fewer than 35 of the emigrants were Irish, 19 from Clare, a few were from Wales, four were from Jersey and the rest were from all over England. In addition to Augustus and Mary Samson, the other two Jersey people were Francis Flanvel, aged 21, and Alfred Pallot, aged 20, the two tailors on the ship.

The log provides an excellent description of the nature of the voyage – unpleasant and at times dangerous. The boat often rolled heavily in high seas and many of the passengers were seasick for long periods. The boat itself suffered serious damage on more than one occasion. One of the worst days was at the end of the voyage, just 40 miles from Napier –

Sun. June 6th: Winds S.E. Throughout this day blowing a furious gale, and drizzling cloudy weather. Ship tumbling and labouring heavily. Everything flying about the place every time the ship lurches, even the charlies capsizing and leaving us a sweet scent. We had to get our breakfast and dinner sitting on the floor and taking it the best way we could. At noon no sun and the lee fore topsail sheet carried away. Crew rove it again and set the sail. The emigrants' water-closet was washed away. The decks half full of water all the time. Many of the emigrants very frightened. Mary stopped in bed all day, and a bit sick – the best place for the women this sort of weather. Some of the single women going in fits with fright. “

Mary Ann Samson suffered more than most as she was pregnant before leaving Jersey. She received special “medical benefits”, largely better quality food. The food itself was largely what could be loaded in London. However, live sheep and pigs were carried, being slaughtered for fresh food at regular intervals. Occasionally, fish were caught and birds shot, which also provided fresh meat.

There were three deaths. The first was on March 26, and the log recalls a botched funeral at sea, when the Samsons' luggage nearly replaced the body -

“Good Friday, March 26th: At 1.00 a.m. Sarah Harris died, age 4 years, disease inflammation with dropsy. At 6.00 p.m. tolled the bell for the funeral. The boatswain, carpenter and some of the sailors went in the hospital to bring up the corpse, laid it on the planks, and brought it on the poop to read the service. The Captain, suspecting the body very large for a child, examined it and said it was yet warm and very bulky, and opened one end and saw some clothing. He asked the doctor if he ordered the child's clothes to be buried with it. While the Captain was gone for the father of the child, who with his wife kept below, I went round to see the bundle, which was under the Union Jack. To my surprise it was our large clothes-bag full of linen weighing over 100 lbs. Everybody was amazed at it. The boatswain took it down and brought up the child, which was quite different. You may suppose the ship was not stopped, going at the rate of 7 knots per hour, when the service was read. They rose the planks, but the body did not fall off, so they pushed it off.”

On 30 March a 15 month old child died; he was buried the next day as the ship passed the Cape Verde Islands. And on May 17 –

“At 5 p.m. Cooper, an apprentice, 16 years old, whilst sweeping the poop, the mizzen top mast staysail struck him on the back of the head, and threw him overboard. Whilst he was floating on his back, by all appearances insensible, Chandler, an apprentice, threw him a life-buoy quite close to him, but he could not swim, so he sank under water. The lifeboat was soon lowered with seven hands in her. They were half-an-hour away, and could not see any signs of him or the life-buoy. Hoisted up the boat, and proceeded on our journey.”

There were regular disputes between passengers and at times between the crew, with the Captain having to exert his authority. However, with such a large number of people having to live in close proximity to each other for over eighty days in bad conditions and with poor food this is hardly surprising.

Augustus Samson was appointed schoolmaster for the voyage, although it was not clear what qualifications he had for this role. Teaching began on March 29, and continued throughout the journey except when the weather was bad. It is not known how effective he was a teacher, or whether he received the £5 fee to which he was entitled in exchange for doing the job well.

The Countess of Kintore took the well-established route to New Zealand, through the Channel then south passing the Cape Verde Islands on March 26 and crossing the Equator on April 6. On 30 April she reached the Cape of Good Hope and turned east, sailing to the south of Australia before heading up the east coast of New Zealand.

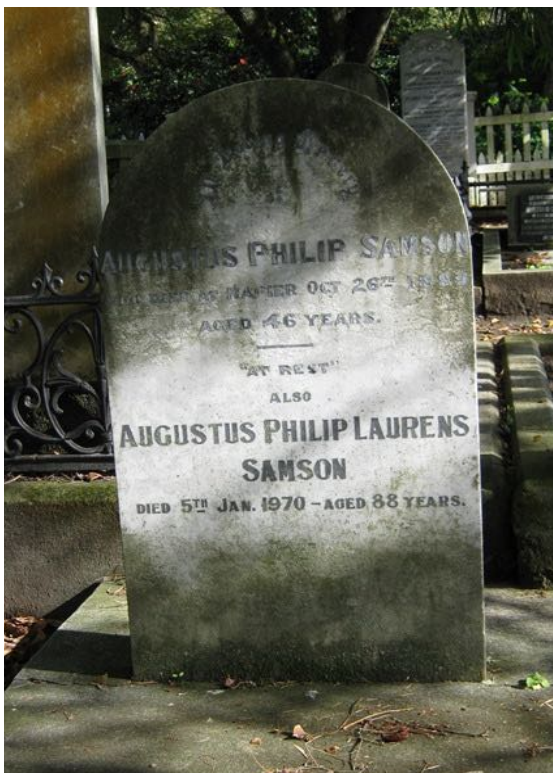
Napier, 1875–1888

Augustus and Mary Samson went ashore, via a steamer, at Napier on Wednesday 9 June 1875, and were taken to a barracks. They visited the town and met others who had previously emigrated from Jersey - the Fuszards and the Ridgeways. The following day Augustus and Mary began their search for work: "I went to a sail loft for employment, but there is not shipping enough for sailmakers. But before we left the barracks Miss Gruchy came here for Mary to see Mr Campbell, a large draper, for a situation as cutting and fitting at £3 a week, from 9 a.m. to 6 p.m. So we went in the evening to see about it, but it was to be settled in the morning. Nothing in view for me yet." On 11 June Mary was employed at Campbell's.

On 11 June Augustus and Mary found somewhere to live: "found two rooms in Shakespeare Rd., up the hill close to the Gruchys; it's a fine cottage. Mr Windus, who owns it, lives there himself. We pay 10/- a week for the rooms. There is a nice little garden attached to it."

August and Mary had four children between 1875 and 1881.

In order to get employment ashore, Augustus finally reverted to his former trade of plumber. While engaged in his trade he fell one day from a high roof and became an invalid cripple. He died in 1888.



A startling case of sudden death occurred in Hastings-street at about 8.30 o'clock on Saturday evening, when a man named Augustus Philip Samson dropped down without a word of warning near Mr Owen's chemist's shop. He was at once picked up and carried into the shop, and Dr. Hitchings was quickly in attendance, but he found upon his arrival that the unfortunate man was quite dead. Deceased was in his 47th year. There will be no inquest, as Dr. Innes had been treating deceased for a long time past for an old spinal injury complicated by heart disease. Death was the result of the

latter disease, the heart's action failing, and a certificate to that effect was subsequently given by Dr. Innes. Deceased, who leaves a widow and children to mourn his death, was insured for £300. He was also a respected member of Court Sir Charles Napier, A.O.F., and the brethren of the Court are requested to attend the funeral, which starts from his late residence at 3 o'clock this afternoon.

The gravestone of Augustus Philip Samson and his son, Augustus Philip Laurens Samson, in Napier, New Zealand, and the press report of the death of Augustus Philip.

Augustus Samson's descendants

Mary Ann lived for another 40 years after the death of her husband, dying in 1939. John Cameron commented: "His wife established a very successful dressmaking business before his death at their home in Shakespeare Rd. and successfully brought up a family of three daughters and one son."

The four children of Augustus and Mary were -

- Louise Mary Ann Samson, conceived in Jersey, was born in 1875. She married John Cameron, a 24 year old clerk born in Glasgow, in Napier Cathedral on 5 April 1898. John and Louisa had six children –
 - o Jack Laurens (Laurie) born in 1899 in Napier. He married May Huia Torrance.
 - o Gordon Russell (Buster), born in 1900 in Napier. He married Ellen Frances Scully.
 - o Muriel Arnott, born in 1903 in Napier. She married Albert Ivan Le Sueur, a granddaughter of Adolphus Albert le Sueur, born in Jersey in 1847.
 - o Alan Hugh, born in 1904 in in Waipawa, 50 kilometers south of Napier. He married Mavis Nancy Lightband.
 - o Hettie Mavis, born in 1906 in Invercargill. She married Roger David Kelly.
 - o Ronald Philip, born in 1912 in Invercargill. He married Enid Maud Philip.

It will be noted that between 1904 and 1906 the family moved the long distance from Napier in the middle of the North Island to Invercargill in the south of the South Island. In 1928 John and Louisa moved to Wellington where Louisa died in 1964.

- Lydia Jane Samson, born in 1876. She married Robert Russell in 1901. They had three children –
 - o Robert Philip, born in 1901 in Wellington, who married Marjorie Kathleen Taylor.
 - o Ian Laurens, born in 1902 in Wellington, who married Margaret Bernadette Gilfedder.
 - o Leslie, born in 1905 in Wellington.

Lydia died in 1957 in Palmerston North.

- Hettie Maud Samson, born in 1879, who married Arthur Haerero Deighton in 1908. They had two children –
 - o George Rangi, born in 1910 in Nelson, who married Mary Kathryne Batten.
 - o Joan Mary, born in 1916 in Wairoa (a small town north of Napier), who married James Small Bowen.

Hettie died in Wairoa in 1949.

- Augustus Philip Laurens, born in 1881, who married Annie Christina Frazer in 1901. The marriage certificate records him as being a blacksmith and his father's profession was recorded (incorrectly) as carpenter. Annie Frazer was recorded as having "domestic duties" and her father, Archibald Frazer, was also recorded as a carpenter. Augustus and Annie had two children –
 - o Eileen Thelma Samson, born in 1900 in Otago, who married Robert Campbell in 1921. The marriage was dissolved in 1933. Eileen married Patrick Sidney Harold Mahoney in 1933. She died in Auckland in 1946.
 - o Ellen Lulu Samson, born in 1903. She married Carl William Dowling in 1930. She died in Auckland in 1979.

Augustus was a log hauler and then a blacksmith. After his wife Annie died in 1928 he lived for a time with his mother in Wairoa. His sister, Hettie Maud Samson, and her husband, Arthur Haerero Deighton, lived in the same road. Augustus died in Hasting in 1970.

Another direct descendant was Pete McCurdy, who was the founding curator of the New Zealand National Maritime Museum in Auckland.

It will be noted that the descendants of Augustus and Mary were very mobile, such that the family was soon widely dispersed throughout both North and South Island.

Charles Samson, brother of Augustus

Charles Thomas Samson was the 10th of the 14 children of Auguste Constant Samson and Jane Elizabeth Du Feu. He was born on 26 September 1858, nearly 16 years after the birth of Augustus Philip Samson who by that time had probably “run away to sea”. So, the two brothers would not have grown up together and may not even have known of each other’s existence.

In the 1871 census Charles was living with his parents and younger siblings at 18 Halkett Street, St Helier. Before his 16th birthday, on 25 July 1874, Charles boarded the Jessie Readman in London and he arrived in Port Chalmers (the port of Christchurch) on 26 October. There was one other Jersey family on the same boat – Peter and Annie Pezet and their three children. Charles was recorded in the shipping records as a tinsmith. Charles was one of a number of young single men and women who emigrated from Jersey to New Zealand in the early 1870s.

Hastings street.

C SAMSON,
PLUMBER AND GASFITTER,
TINWARE OF EVERY DESCRIPTION MADE AND REPAIRED
All Kinds of Baths and Chimney Pots Made to Order.
PLUMBING IN ALL ITS BRANCHES.
C. SAMSON,
HASTINGS STREET.

Three years later in 1887 in Wellington Charles married Sarah Jane Lemmington, born in New Zealand in 1859.

Charles’s first child, Frederick Charles, was born in Wellington in 1879. Charles was recorded as a baker on the birth record. By 1881, when his second child was born, Charles was living in Napier; the electoral roll for that year records his name immediately below that of Augustus Philip and he was still recorded as a tinsmith as he was in the 1895 City directory. The accompanying advertisement is from 1895. He later became a storekeeper at 174 Hastings Street, Napier. He is recorded at that address in 1938.

Charles and Sarah had seven children, all but the first born in Napier –

- Frederick Charles, born in 1879. He married Rebecca James in 1899. They had one daughter, Irene Thelma Samson, born in 1902 who married Ernest Leslie Hamilton Knowles. Frederick, a plumber, and Rebecca moved to Palmerston North where he died in 1921. Ernest and Irene had a son, Gordon Hamilton Knowles, who was born in 1930 and died in 1979.
- Rosa Isobel, born in 1881. She married Thomas Prebble in 1899; they had a daughter Marjory in 1898. Rosa died in 1909 in Dunedin when she was just 27.
- Francis Samson was born and died in 1884.
- William Samson was born in 1885. No further information is available about him.
- Arthur Ronald Samson was born in 1894. He was a WW1 casualty. He died in the Battle of the Somme on 5 November 1916 and is buried at Warlencourt British Cemetery in the Pas de Calais.
- John Samson was born in 1900. In 1938 John was recorded as a store assistant in his father’s store at 174 Hastings Street, Napier. He was still at that address, as was his sister Violet, in 1954. John died in 1955.
- Violet Samson was born in 1905. She is recorded throughout her life as being at the same address as her brother John, and was still recorded at 174 Hastings Road in 1978, a year before her death.

Hastings Street runs directly into Shakespeare Road, where Augustus and Mary Samson lived. The two brothers lived within a kilometre of each other. The letter of John Cameron, reproduced in the following section, makes no mention of Charles and there is no information as to whether the brothers were aware of each other.



Homes in Shakespeare Road, Napier in 1876. Augustus and Mary Samson lived in this road.

Creator Unknown : Photograph of houses on Shakespeare Road, Napier. Ref: PAColl-8192. Alexander Turnbull Library, Wellington, New Zealand. [/records/22853642](#)



Hasting Street, Napier in the 1880s, where Charles and Sarah Samson lived.

Burton Brothers (Dunedin, N.Z.). Burton Brothers (Photographers) : Hastings Street, Napier. Ref: 1/1-000654-F. Alexander Turnbull Library, Wellington, New Zealand. [/records/23101554](#)

Letter from John Cameron, 26 April 1969

The Chief Librarian
Turnbull Library, Wellington

Dear Sir

Accompanying this letter is the diary of Captain Augustus Philip Samson, who left Jersey with his wife Mary Ann (nee Laurens) on the 8th of March 1875 to emigrate to Napier New Zealand. You may care to include the diary, with its typed copy, with photographs of Capt Samson and his wife, and with a letter of instructions to Capt Samson for one of his voyages among your records of early New Zealanders.

The emigrant ship of these two people was the "Countess of Kintore". She left Gravesend on Tues March 16th 1875 and reached Napier on Tues June 8th, 82 days from land to land, calling at no port en route. The diary covers the period between the Samsons' departure from St Helier and the end of their first few days in Napier.

Capt Samson decided to emigrate because, having married, the captain decried a shore job. Unable to get anything suitable in Jersey and knowing that quite a large group of Channel Islanders had already settled successfully in Hawkes Bay (many of their names occur in the last portion of the diary) he decided to try his luck in the colonies. He appears to have held a slightly privileged position among the emigrants, possibly due in part to his appointment as schoolmaster, in part to his former status as a sea-captain. This diary is in the form of a ship's log and he took his own observations with his own sextant. These items and other background information I obtained from my mother (1875-1964), the eldest child of the Samsons.

It is to be noted that in the emigrant ships of this period the ship's doctor was responsible to the captain for administration and control of assisted emigrants. On the "Countess of Kintore" the doctor was Dr Newman, afterwards MP for Napier and son of Captain Newman, an army officer retired in Napier.

Capt Samson was born in 1844 [actually 1942]. He was trained by his father as a plumber but, like some of his brothers, could not tolerate his father's excessively tight discipline and ran away to sea, gaining experience on voyages in various parts of the world. Incidentally, my brother (Mr A. M. Cameron of Nelson) on a recent visit to St Helier discovered that the Samson family still own the original hardware and allied business there. After gaining his master's certificate and using it in long voyages for some time, the captain married in 1870 [actually 1871] and took on short voyages while trying to secure a shore job (his letter of instructions for one such voyage to Archangel are included with his diary).

The captain was a literate and intelligent man but of limited formal education, in spite of his status as "schoolmaster" on the ship. The punctuation of the original diary (corrected in the typescript) is evidence of this. His idioms of vocabulary and construction are however not a mark of his education but probably of his Channel Islands origin and of the Channel Islands English dialect, which the Islanders use along with their Norman French patois. Captain and Mrs Samson were both bilingual.

It will be noticed that Mrs Samson was very frequently sick on the voyage and was granted various "medical benefits" by the doctor and from the captain's cabin. She was in fact pregnant before the voyage began, and in November 1875 in Napier gave birth to the writer's mother, Louisa Mary Ann, later Mrs John Cameron.

Capt. Samson, in order to get employment ashore, finally reverted to his former trade of plumber. While engaged in his trade he fell one day from a high roof and became an invalid cripple. He died in 1888. His wife established a very successful dressmaking business before his death at their home in Shakespeare Rd. and successfully brought up a family of three daughters and one son.

Yours faithfully
J.L. Cameron

Encl:

1. Original diary and typescript copy.
2. Letter of Instructions to Capt Samson for voyage of "Accra" to Archangel.
3. Photographs of Capt. A. P. Samson and his wife Mary Ann (nee Laurens)

First page of original log of Augustus Philip Samson

Reproduced below is the first page of Augustus Samson's log.

Monday
March 8th 1875
Winds Southerly
At 6.45 am left Victoria
Pier being high water &
a heavy swell rolling in
we arrived in Guernsey
at 8.45 am & left at 9.15
for Southampton moderate
passage but thick fog part
of the way the Fore part
of the Brittany was lumbered
with cattle & brocolies all
the Ladies were very sick
& some of the men we
arrived in Southampton
at 7.30 pm all passengers
& luggage had to pass through
the Custom House to be
examined we had 2 cases
& 2 Bags but 1 case was lost

Transcript of log of Augustus Samson

This section reproduces in full Augustus Samson's log. It uses John Cameron's typescript as a starting point. The transcript is reproduced verbatim subject only to introducing consistency in the dates and longitude and latitude measurements: John Cameron commented: "The captain was a literate and intelligent man but of limited formal education, in spite of his status as "schoolmaster" on the ship. The punctuation of the original diary (corrected in the typescript) is evidence of this. His idioms of vocabulary and construction are however not a mark of his education but probably of his Channel Islands origin and of the Channel Islands English dialect, which the Islanders use along with their Norman French patois. Captain and Mrs Samson were both bilingual."

100 DAYS JOURNAL FROM JERSEY TO NEW ZEALAND, COMMENCING MARCH 8th ENDING JUNE 16th 1875

Monday, March 8th: Winds southerly. At 6.45 a.m. left Victoria Pier, being high water and a heavy swell rolling in. We arrived in Guernsey at 8:45 a.m. and left at 9.15 for Southampton. Moderate passage, but thick fog part of the way. The forepart of the "Brittany" was lumbered with cattle and broccolis. All the ladies were very sick, and some of the men. We arrived in Southampton at 7.30 p.m. All the passengers and luggage had to pass through Customs House to be examined. We had two cases and two bags, but one case was searched and had to pay 2/- for ½lb. of tobacco for stowing it, and 15/- overweight of luggage. After everybody was ready all passengers and luggage were put in the train and left Southampton at 8.30 p.m., and arrived at Waterloo Station at 11.30 p.m. We booked our luggage and proceeded as quick as possible to a coffee house, being very tired. Had supper and went to bed.

Tuesday, March 9th: Winds easterly. Throughout this day fresh breeze and fine weather. At 9.00 a.m. had breakfast. After, went and hired a van, fetched our luggage from the station, and proceeded to Custom House Quay to get our large case. It had to be searched while I was there and had to pay 5/- for storage. Then drove down to the depot and left all the luggage in their charge, then paid the carman 8/- and then went to Mr Gainer's, and had a good dinner. Afterwards went and visit the Tower of London. Went home had tea, and had lodgings opposite the Gainers.

Wednesday, March 10th: Winds east. Throughout this day fine weather. At 9.30 a.m. had breakfast. Afterwards went to the depot and presented ourselves and have up our emigration papers, and allowed to have our meals and sleep at the depot. There were about 30 emigrants there at the time. Went home, had dinner. After, went out, and walked through the Strand, Oxford and Regent Streets. Came home at 7.00 p.m. had tea and retired to rest.

Thursday, March 11th: Winds easterly. Throughout this day blowing a fresh gale and clear weather. After breakfast went to the West India Dock and visited the ship ("Countess of Kintore") but she didn't seem to be ready for a week, carpenters, riggers and stevedores being busily employed; afterwards we went to the Depot. Stopped there an hour whilst the people were getting in their places for dinner, being about 150 persons assembled, some for the emigrant ship "Earl of Zeatland" for Otago and others for Hawkes Bay. At 1.00 p.m. all hands dinner - boiled potatoes with their skins on, and about 6 lbs. beef and 5 lbs. of mutton for each mess, containing ten persons in the mess. After dinner everybody had to wash their mess things and sweep the place clean. After, all married people, single men and single women for "Countess of Kintore" had to pass before the doctor. After being passed we went out for a walk up the Commercial Road, went home, had tea, and went to rest at 10.00 p.m.

Friday, March 12th: Winds easterly. First part fresh breeze and rain, latter part dry and cloudy. At 11.00 a.m. went to the Depot to see if we were wanted, passed the doctor, and paid 4/- for our luggage at the Depot. We stayed there till the dinner was served up at 1.30 p.m. All the Catholics had potatoes with their skins and ½lb. of butter for each mess; the Protestants had potatoes with roast beef and mutton, which looked very tempting. After leaving the Depot we went to a cookshop and had our dinner. In the evening we went to the Pavilion Theatre, the pieces played being "Ship Ahoy" and "Orange Girl". Went home at midnight and went to bed.

Saturday, March 13th: Winds easterly. Fine breeze and cold dry weather. At 2:00 p.m. went to the Depot. At 1.00 p.m. they had sent 250 emigrants on board the "Earl of Zeatland" to Gravesend. I went and fetch our kit, containing two tin plates, 2 deep pans, 1 washing-pan, 1 hook-pot, 2 penicans, 1 water-can holding 3 gallons, knives, forks and spoons. The officer in charge told us to be at the Depot on Monday morning at 8 o'clock to embark for Gravesend. Vessel going to leave dock tomorrow morning (Sunday). Coming home, went to see the vessel. Everything mix-meddley, being the last day. On our way saw a large ship sunk in the S-West India Dock, that had to be scuttled on account of fire the other night. In the evening went and buy our tins of preserves for the passage.

Sunday, March 14th: Winds N.E. Throughout this day pleasant breeze and fine weather. Went in the afternoon with Mr Gainer to see if the ship had left dock, and found she had left in the morning for Gravesend.

Monday, March 15th: Winds E.N.E. First part of this day light breeze and thick fog in the river. We got up at 6.00 a.m., had breakfast, hired a cab, and went down to the Depot at 8.00 a.m. Got out all the luggage from the store. The Ferry Boat came alongside of Blackwell Pier, took aboard all luggage and passengers, and at 9.00 a.m. left for Gravesend, being about 120 emigrants, and at noon all on board the ship. At 1.00 p.m. had dinner - beef and potatoes. At 6.00 p.m. had tea, bread and butter and sweetened tea at 9.00 p.m. and went to bed.

Tuesday, March 16th: Winds S.E. Pleasant breeze and fine throughout. Ship's company getting everything ready for sea. All emigrants mustered on the poop for inspection in the afternoon. I was appointed School-master, to get 5£ after landing if given satisfaction. At 6.00 p.m. the "Warrior" tugboat came alongside, weighed the anchor and towed the ship out. At 10.00 p.m. let go the anchor off the Bore light-ship, being very thick fog. Settled the watches and went to roost.

Wednesday, March 17th: Winds N.E. First part very cold, with hail showers. At 6.00 a.m. weighed the anchor and towed as far as the Downs. Set all sail and tugboat let go the ship. Weather turned out beautiful. Most of women seasick and many of the men. At 4.00 p.m. passed Beachy Head with square yards. Today for dinner soup with too much salt, boiled beef and potatoes.

Thursday, Mar: 18th: Easterly. Pleasant breeze and fine weather. Most of the women still sick. Today's dinner salt pork and spoiled rice. At 8.00 a.m. pilot left the ship off Start Pt., and took all the letters with him. Ship going very nicely.

Friday, March 19th: Winds northerly. Pleasant breeze and showery. Nearly all the emigrants sick. Today for dinner preserved meat and potatoes. In the evening petty quarrels about the watches,

the men being obliged to keep watch in the married people's compartment during the nights to keep the lights burning, and to keep everybody and everything in order.

Saturday, March 20th: Winds N.W. Throughout pleasant breeze and fine. Most of the people alive again. Dinner salt pork and suet pudding. Crew securing the anchors and stowing away the cables. During the night a little Irish girl was taken sick, and the parents crying out for the bottle of Holy Water, which soon cured it.

Sunday, March 21st: Winds easterly. Pleasant breeze and fine weather. After breakfast all beds made up, and people washed and clean. At 10.00 a.m. all hands mustered on the poop for inspection. Captain and doctor went down in the emigrants' places to see if they were clean and in order. At 1.00 p.m. dinner - preserved boiled mutton, preserved potatoes and plum pudding. Everybody in good spirits. During the night ship rolling much. Mary sick yet. Lat. 37°N.

Monday, March 22nd: Winds East. Throughout this day pleasant breeze and fine. One child sick in the hospital. Dinner boiled salt beef and preserved carrots. Had a jolly row with the baker about the bread not being good. Today killed a pig.

Tuesday, March 23rd: Winds easterly. First part light breeze and fine, latter part fresh breeze and squally with showers. In the afternoon most of the luggage was brought up for getting ship's stores. We got some things out of one of our boxes, and the other two boxes were stowed away for good. The child still in the hospital. Plenty porpoises about the ship.

Thursday, March 25th: Winds N.E. Pleasant breeze and fine weather throughout this day. Ship rolling heavily. Yards square. Crew shifting the fine weather sails. Three vessels in sight right ahead. Most all the people well and hearty. Two children in the hospital. I went in the hold and got my sextant from the box. Noon Lat. 29°42' N.

Good Friday, March 26th: Winds N.E. Light breeze and fine. At 1.00 a.m. Sarah Harris died, age 4 years, disease inflammation with dropsy. At 1.00 p.m. dinner - preserved meat, potatoes and boiled rice. Had such a row between Green and Cook, our mess-mates, about the bread being bad. At 6.00 p.m. tolled the bell for the funeral. The boatswain, carpenter and some of the sailors went in the hospital to bring up the corpse, laid it on the planks, and brought it on the poop to read the service. The Captain, suspecting the body very large for a child, examined it and said it was yet warm and very bulky, and opened one end and saw some clothing. He asked the doctor if he ordered the child's clothes to be buried with it. While the Captain was gone for the father of the child, who with his wife kept below, I went round to see the bundle, which was under the Union Jack. To my surprise it was our large clothes-bag full of linen weighing over 100 lbs. Everybody was amazed at it. The boatswain took it down and brought up the child, which was quite different. You may suppose the ship was not stopped, going at the rate of 7 knots per hour, when the service was read. They rose the planks, but the body did not fall off, so they pushed it off. It made a heavy splash, falling on its face. All the sailors told us that they never revered an old sailor's bag, taking their caps off, before. However, it was a near touch, losing our bag. Remainder of the evening fine. Lat. 26°42' N.

Saturday, March 27th: Winds N.E. by E. Light breeze and fine weather throughout. Decks cleared up at noon. Mr James' child not expected to live, having the bronchitis and inflammation of the

lungs. P.M. - killed a sheep. Lat. 24°22' N.

Sunday, March 28th: Winds N.E. Light breeze and fine warm weather. At 10.30 a.m. all hands mustered on the poop for inspection. At 11:00 a.m. had church service in the saloon, Captain and doctor officiating: At 1 p.m. dinner - soup, preserved meat, potatoes and plum cake. At 3 p.m. served out the stores. While opening a cask of molasses Jimmy Ducks trod of the head and fell in the cask. While going forward to shift himself, the sailors got some feathers and flour, and decorated him. Lat. 22°44'N.

Monday, March 29th: Winds variable and light and fine weather. Mary feeling more herself again. At 10.00 a.m. commenced schooling - 12 girls and 11 boys. School kept on deck near the poop. For dinner salt beef, potatoes and rice. At 2 p.m. school until 4.00 p.m. Sighted a steamer steering like us. Lucy Belshaw put in the hospital being very sick.

Tuesday, March 30th: Winds N.N.E. Light breeze and fine warm weather. For dinner pea soup and fat pork. Some complaints to the doctor about some Irish people having Jerusalem crickets on them. At 4 p.m. Mr James' child died, 15 months old. During this day most of the married people washing clothes.

Wednesday, March 31st: Winds N.E. Pleasant breeze and fine weather. At daylight the island of St. Antonio, one of the Cape de Verdes, in sight, distant about 15 miles. At 10 a.m. buried the child. I took care of our bag this time. Several vessels in sight. In the forenoon had up all the passengers' luggage. We got out two jam pots and some clothes. In the evening put away all the luggage in the hold.

Thursday, April 1st: Winds E.N.E. Pleasant breeze and cloudy throughout. Several vessels in sight. Had a regular row about the schoolboys with their parents for beating them. Dinner - salt beef and potatoes.

Friday, April 2nd: Winds easterly. Pleasant breeze first part, showery middle and latter part. At 4 a.m. Mrs Robt. Aplin gave birth to a boy, mother and child doing well. In the afternoon all married people's bedding tuned out on deck to air. Our mess had a sea-pie for dinner. During the night had several flying fishes.

Saturday, April 3rd: Winds easterly. Pleasant breeze and fine throughout. Sun's altitude 87°30'. This afternoon no school. One of the single women found to be covered with vermin. Brought up her bedding and through it overboard, being alive. Lat. 7°43' N.

Sunday, April 4th: Winds N.E. Pleasant breeze and fine. At 10 a.m. all hands on the poop to muster. At 11 a.m. Church service on deck. Passed the sun during the morning. Dinner sea-pie and plum pudding. At noon a pig died; threw it overboard. Lat. 4°29' N.

Monday, April 5th: Winds N.E. Light breeze and hot sultry weather. Several large black fish, bonitos and dolphins, about. One large dolphin took the hook, but broke the line and lost it. There was a quarrel between two families about their mess. Today's dinner salt beef potatoes and rice. School continued. A large ship in sight, steering S.W. Lat. 1°30' N.

Tuesday, April 6th: Winds variable. Throughout this day light variable airs and rain. Plenty

bonitos under the bow. Two were hooked and three grained, but all escaped. No school kept, being too wet. Crossed the Line during the evening - a general washing amongst the passengers!

Wednesday, April 7th: Winds variable. Light variable winds and equally looking weather. At noon a fight between two Irish women about the mess tins. School resumed. Dinner preserved beef, potatoes and currant pudding. Afternoon weather very hot. At 10:30 p.m. Mrs Goodgame was carried to the hospital very sick and Mrs Aplin came out with her child to her berth.

Thursday, April 8th: Winds northerly. Light breeze and fine, and very hot weather. A shark alongside, the cabin passengers shooting at it with revolvers. Two vessels in sight ahead. At noon lowered the two lifeboats off the davits and put them on the skids. Vessel going very slow. For dinner salt beef and boiled rice. At 8 p.m. singing and music amongst the emigrants. Mrs Cook gave a song, but her husband told her he would not allow her to sing for sailors, which caused a regular row throughout.

Friday, April 9th: Winds variable. Light variable winds and fine, hot weather. Three vessels in company. No fish about. Cabin passengers practising fire-arms. One of the single girls almost dying in the hospital. Sea-pie for dinner.

Saturday, April 10th: Winds variable. Light variable winds and rain throughout. At 10 a.m. I caught a bonito and distributed it to most of the parties in our compartment. It was quite a change to have a bit of fresh fish. Two vessels in company. In the evening heavy squalls with rain. Mr and Mrs Cook left our mess on account of disputes with Mr and Mrs Green. He was captain of our mess.

Sunday, April 11th: Winds S.E. Pleasant breeze, then squally. At 10 a.m. all hands to muster for inspection. No service today, being squally with showers. Preserved meat with soup, and rice pudding for dinner.

Monday, April 12th: Winds S.E. Fresh breeze and cloudy. School continued. Mary very sick yesterday. A general washing-day amongst the emigrants.

Tuesday, April 13th: Winds S.E. Pleasant breeze and fine weather throughout. Washing still going on. Mary better, washed 16 pieces of clothes. Had a pound of tobacco from the steward for 3/-. At noon sent a little model of a ship overboard with letters secured in a bottle, so some passing ship might pick it up. In the evening music and dancing going on. Lat. 11°45' S.

Wednesday, April 14th: Winds S.E. Pleasant breeze then fresh squalls accompanied with showers. Two ships passed us steering to the northward. School attended. Mrs Goodgame still very sick. Fresh meat and soup today for dinner. Mary had a plate of fowl and ham sent her from the cabin. Lat. 15°19' S.

Thursday, April 15th: Winds S.E. Pleasant breeze and passing squalls with light showers. During the night blowed away the fore royal and split the main top mast staysail. A few rows amongst the emigrants. Mary had a plate of roast duck, ham and green peas from the cabin. At 6 p.m. a fight between two sailors about sweeping the decks. Lat. 19°41' S.

Friday, April 16th: Winds S.E. Fresh breeze with passing squally throughout the day. At 7.00 a.m. there was a regular row between Mr and Mrs Green and Mr Belshaw, Mrs Green interfering about

the safety lamps and the wind sail, which she had no business, and using bad language. We had for dinner today a stew with preserved meat and potatoes. We took No. 12 mess stew instead of ours, No. 7. Afternoon a vessel in sight. At 4 p.m. squared yards - fair winds. Everything pretty quiet so far.

Saturday, April 17th: Winds easterly. Pleasant breeze and fine. The doctor asked Mary if she wanted anything to eat, as she could not eat the ship's food; so he ordered her eggs and broth. At 10 a.m. a court of enquiry on Mr and Mrs Green for obscene language. Mr Green discharged of his office of constable, and threatened him and wife one month's imprisonment if they don't behave better in the future. Mr Goodgame appointed in Green's place. No medical comforts served out today on account of the steward being drunk. Complaints made of him to Captain and doctor, and severely reprimanded. Mr Bolt also threatened with punishment for striking his wife. Last night one of the men very sick. Ship's position today - Lat. 24°44' S., long. 24°52' W. Distance to Napier 9,434 miles.

Sunday, April 18th: Winds variable. Light breeze and fine, hot weather. At 10 a.m. all hands to muster on the poop for inspection. After the doctor had called out the names, he spoke about some of them complaining of short weight and the scales not right. He told them that the steward had no benefit by cheating the emigrants. He also spoke about Mr Green losing his place and Mr Goodgame replacing him. He said if there were any more immoral language or disputes among the emigrants he would enforce the law on them. During the night I had the toothache very bad. Lat. 25°41' S., long. 22°52' W. Distance made - 123 miles.

Monday, April 19th: Winds N.E. Light breeze and fine weather, throughout. Crew shifting the best suit of sails. At 4 p.m. killed a sheep. The doctor forgot Mary's medical comforts. At 4 a.m. while the engineer was getting steam part of the condenser broke by over pressure.

Tuesday, April 20th: Winds northerly. Fresh breeze and cloudy, latter part drizzling rain. First thing this morning the steward threw overboard the sheep he killed yesterday. He had left it exposed to the moon, and it was turned. Before breakfast killed another sheep. At 11 a.m. a regular fight, Mr Grigsby punching his wife. It was reported to the doctor, and Grigsby was called in the cabin, and had a set-down by Captain and doctor. For dinner pease pudding and salt pork. Mary had a tin of mutton broth, and sago with milk.

Wednesday, April 21st: Winds easterly. Fresh breeze and cloudy most part of the day. Crew finishing the sails. A large school of porpoises jumping high out of the water near the ship. For dinner, a meat pie and boiled rice; Mary a tin of mutton broth and arrow-root.

Thursday, April 22nd: Winds N.E. pleasant breeze, weather overcast. Vessel sailing very fast. At noon some words between Grigsby accusing Mr Cook using bad language to his wife. Nothing of note today. Lat. 34°S, long. 10°47' W. Distance run 251 miles today.

Friday, April 23rd: Winds northerly. Pleasant breeze and dark, cloudy, damp weather. Several mollyhawks and one or two Cape pigeons. No school after dinner, being too wet. No medical comforts today for Mary. Captain asked me which two of the girls that behaved best, for he promised them each a sixpence. We asked me how Mary was and told me he would send her something from the cabin table. At 3 p.m. squared the yards, wind shifting. Lat. 36°1' S, long 6°47' W.

Saturday, April 24th: Winds northerly. Pleasant breeze and fine weather. At 6 a.m. a large Russian ship passed us quite close, steering more northerly. In the afternoon Mary washed a few pocket-handkerchiefs. At noon a large ship to leeward, steering like us. This afternoon no school. For dinner salt pork and pease pudding. Lat. 38°46' S, long. 2°48' W. Distance run 240 miles.

Sunday, April 25th: Winds southerly. Strong breeze and dark cloudy weather. Took in all the light sails, stowed the cross-jack and mainsail. Ship tumbling about fearfully, everybody losing their legs and children squalling. Most of the women sick during the ship rolling about. Pots and pans flying about the place. Mary in bed all day very sick. A ship in company.

Monday, April 26th: Winds variable. Freeze breeze and fine. At 8.00 a.m. wore ship. Before breakfast killed a pig. During the afternoon cabin passengers shooting at albatrosses and other seabirds. School continued. Mary much better; doctor ordered her 2 oz. of brandy and mutton broth. Ship doing very little all day.

Tuesday, April 27th: Winds easterly. Pleasant breeze and fine weather throughout. At 10 a.m. had up all the emigrants' luggage. We opened our chest and found some of our clothes mildewed. Put them out to air, brushed them, and put them back. In the afternoon put down all the luggage, and got up some of the stores from the hold. We saw a lot of small white birds on the water. All possible sail set. Mary was ordered chicken broth and brandy. Distance 144 miles. Lat. 38°29' S, long. 7°9' E.

Wednesday, April 28th: Winds northerly. Pleasant breeze and fine weather. Five vessels in company. Mary washed twelve pieces of clothing. At 3 p.m. steward killed a sheep. At 4 p.m. signalized to a barque and a ship. One was from Ostend, 59 days out. Mary much better today. School continued. Lat. 39°8' S., long. 11°41' E.

Thursday, April 29th: Winds northerly. Pleasant breeze and cloudy. Two ships and one barque in company. Mary washed twelve pieces of clothing. Medical comforts continued – four oz. brandy and half lb. chicken broth. Jimmy Ducks, one of the single men, painting the names on the life boats. Long. 14°40' W.

Friday, April 30th: Winds N.E. to S.E. First part pleasant breeze and cloudy, latter part strong breeze and dark cloudy weather. Took in all the light sails. No vessels in sight. Our ship just abreast of the Cape of Good Hope. Mary a bit sick; medical comforts continued. At 8 p.m. fresh gale. Took in the topgallant sails. At 9 p.m. gale freshened; called up all hands, took in the mainsail. The outer jib blown away all to pieces. At 10 p.m. port fore lower topsail brace carried away and broke the yard in two pieces. Stowed the fore topsails and upper mizzen topsail. Long. 18° E.

Saturday, May 1st: Winds W.N.W. First part strong breeze and squally. At 8 a.m. sent down the lower fore topsail yard for the carpenter to scarf it. Set the upper fore topsail and mizzen topsail and main top gallant sail and mainsail. A very high sea running. At 11 a.m. signalized the barque "Lady Elizabeth" from London to Swan River in Australia, 52 days out with emigrants. No school today, ship rolling too much. While at breakfast No 8 mess were sitting on their form when both legs broke from under them and left them all sprawling on the floor. In the evening a shindy with Mr and Mrs Cook with the Asplins. Lat. 40° S., long. 20°25' E.

Sunday, May 2nd: Winds N.W. Pleasant breeze and fine throughout, and very cold. At 10 a.m. all hands to muster; no service today. The constables of our compartment were reprimanded for not keeping our place clean. During the morning tried to catch some Cape hens, but the ship was going too fast. Captain shooting at them with his revolver. Today for dinner apricot mutton, plum pudding and roly-poly. Carpenter working at the yard all day. Lat. 41°23'S, long. 27°3'E. Distance run 213 miles these 24 hours.

Monday, May 3rd: Winds northerly. Fresh breeze and dark cloudy weather with high swell from the N.E. Carpenter finishing the yard. After breakfast a regular lice hunt with the bedding and clothes. Noon – strong breeze and freshening. Had to leave off the school. In the morning steward killed a sheep. Lat. 41°30'S., long. 31°E.

Tuesday, May 4th: Winds N.W. to S.W. Fresh breeze and hazy weather throughout. Ship rolling heavily, and much water on the deck. No school kept, being too cold and wet. A regular row between Mr Grigbsy and Mr James, the constable, about sprinkling naphtha to destroy some of the crawlers, some of the children being burnt with it. Mr and Mrs. Aplin brought up before the doctor for keeping their children dirty, and their heads full of vermin. Their meat and flour was stopped from them as punishment. I bough a lb. of tobacco. Lat. 42°S, long. 37°15' E.

Wednesday, May 5th: Winds N.E. First part fresh breeze and fine, latter part almost calm. Tried to catch some Cape hens. The Matron caught two mother Carey's chickens with some thread. Captain firing at the birds. At 8 a.m. sent up the lower fore topsail yard and set the sail. Had school this afternoon, being fine. The doctor killed one of the chickens. It weighed 1½ oz. Lat. 42°23' S., long 40°33' E.

Thursday, May 6th: Winds N.E. First part fresh breeze and fine, latter part strong breeze. Took in fore and mizzen top gallant sails, and roofed the mainsail. In the morning tried for Cape hens but caught none. Mary very sick all day. Mrs Goodgame worse, being in the hospital five weeks. Two of the single girls keep much the same since the ship left. At 3 p.m. Miss Goodgame, a young woman who nurses her sister-in-law, coming from the cookhouse with arrowroot in a saucepan, fell from the top of the ladder and fell on her head in the tween-decks. She was greatly bruised and scalded. Much water flying all over the ship, being rough. Long. 45°E.

Friday, May 7th: Winds S.W. Fresh breeze and fine, but very cold. a.m. set all possible sail. The steward killed a pig. Mary much better – more quiet. Lat. 42°30' S. long. 50°10' E.

Saturday, May 8th: Winds variable. First part light breeze and fine. Captain caught three molahawks. He gave me one, also to the doctor and Matron. I skinned the doctor's and mine, and stretched the skins on a board for curing. The first Cape pigeon seen during the passage. In the forenoon the crew getting up the emigrants' luggage and stores out of the hold. Mary pretty well today and finished a dress for Mary Ann Harris, the whole of the congregation admiring it. Lat. 42°9' S., long. 54°26' E.

Sunday, May 9th: Winds northerly. Throughout this day fresh gale with a high sea. The lower for topsail yard sprung again; lashed it to the upper yard, and set the lower topsail. At 9 a.m. the footrope of the same sail carried away, and ripped the sail right up. Took it in and stowed it. Several of the men and women that were on deck got a regular swamping, the sea flying over the ship. Our

place half flooded. Had to close the hatchways, part of the bulwarks carried away. Mary pretty fair, but stopped in bed all day. Medical comforts continued – chicken broth, milk and brandy. Many of the people had severe falls. Distance to Napier today 5,201 miles. Lat. 43° 8' S, long. 59° 18' E.

Monday, May 10th: Winds N to W. First part strong breeze and heavy sea. During the night the ship rolling heavily, and large seas tumbling on board, our place swamped and the single girls' department was flooded more than a foot of water. Someone left the bath tap open, and when the engineer commenced condensing the waste water leading to the bathroom overflowed it. Carpenter commenced making a new lower fore topsail yard. Ship still rolling very heavily. Several of the people much hurt falling and getting scalded at meal times. A deal of water washed in the cabin. The steward employed last part of the night swabbing it up. Two Cape pigeons flying about, and several albatrosses. Mary out of bed, much better. Lat. 44°S., long. 64°E.

Tuesday, May 11th: Winds N.E. to N. First part fresh breeze and thick hazy weather. Carpenter working at the yard. At 10 a.m. sent down the broken lower topsail yard. At noon breeze freshening. Secured the main skylight with tarpaulins. At 2 p.m. took in main top gallant sail, upper mizzen sail, and reefed upper main topsail. Blowing a fresh gale, and heavy sprays coming on board. Steward killed a sheep. I had the skin to cure, so as to make a mat. During the afternoon cured the molahawks' skins with arsenic and alum. Mary beginning to get squamish. During the night blowing very heavy, and large quantities of water on deck. At 11 p.m. the main topsail sheet carried away.

Wednesday, May 12th: Winds westerly. Strong gale and cloudy. At 2 a.m. all hands on deck. Stowed away the foresail, fore and mizzen topsails, and hove the ship to under close-reefed main topsail. First thing in the morning found seven ducks dead, and green seas coming on board, and washing everything about the decks. One of the hawse plugs came out, and filled the forecabin with water, the sailors' chests and clothes swimming about. At 10 a.m. moderating a little, but heavy squalls. I caught a molahawk – several Cape pigeons about. At 4 p.m. still moderating. Bore away, and set all possible sail. Wind westerly, ship rolling heavily at times. Carpenter working at the yard. During the afternoon the captain caught the chief mate sleeping whilst on watch, woke him up and gave him a set-down. After, the Captain called the chief mate in his room, and threatened to dismiss him if he ever saw him again like that. Lat. 44°38' S., long. 72°E.

Thursday, May 13th: Winds westerly. Fresh breeze with snow and hail squalls, weather very cold. Carpenter working at the yard. During the afternoon a regular visit of the single women in our place, Matron and all. Ship going very fast, all possible sail set. Mary middling today, medical comforts continued. The two single women improving a little. Mrs Goodgame still in the hospital, not much better. Lat. 44°50'S., long. 76°19' E.

Friday, May 14th: Winds N.W. Fresh breeze and fine weather throughout this day. After breakfast there was an awful row between the two Mrs Aplins (sisters) about their children and the livestock on them. Miss Wilson, one of the single women, whilst in the bad weather fell and hurt her arm. It had to be put in splints. The Doctor thought it would take a long time to get well. Miss Goodgame still laid up after her fall down the hatchway. Mary much better today as the ship is a bit steady. At 2 p.m. all hands on deck to send up the new lower topsail yard and bend the sail. At 6 p.m. everything to rights, so now we can speed along again, for the ship lost many miles whilst the yard was getting ready. Lat. 44°30' S., long. 81°E.

Saturday, May 15th: Winds N.W. Fresh breeze and cloudy weather. Before breakfast the two saloon passengers had a scuffle about who would get the bath first, and after breakfast the two Mrs Aplins had a jolly row about their children. The crew putting chain cable forward to bring the ship down by the head, and filling the empty tanks with salt water, as coals, water and provisions come out of the fore hold. Latter part of this day fine breeze with showers at times. Lat. 44°25' S., long. 87°9' E.

Sunday, May 16th: Winds N.N.E. First part fresh breeze and hazy. Took in the royals. No muster today. Our dinner spoilt through neglect of the cook. He should have been discharged off his duty at the commencement, not being competent. Last Sunday dinner spoilt the same. Whilst at the table four or five of the sailors came down with ropes to hoist up Jim Aplin, pretending to throw him overboard for one of the sailors to have his wife, making to be in love with her. (The Aplins are two brothers married to two sisters, and they quarrel among themselves like cats and dogs, especially the sisters. The men are a little touched on the brain; they were sent out by the Union.) While pulling him up on deck he yelled out awful with fright; he really thought they were in earnest. In the afternoon breeze freshening, evening strong breeze. Vessel getting 12 knots an hour. While I was on deck I perceived that some of the head gear was adrift, reported it aft, and found the martingale to be unshipped. Stowed the jibs, and made a new bolt. At 8 p.m. all hands about the martingale – a nasty job to get it to rights. Took in all the light sails. Ship tumbling about fearfully. During the night stowed all sails but the three close-reef topsails. Blowing a gale of wind. Lat. 44°30' S., long. 93°30' E. Distance to the snares 3,030 miles.

Monday, May 17th : Winds N.N.E. to S.S.W. First part strong gale and heavy sea running. Ship under-reefed topsails and fore top mast staysail. At 10 a.m. wind shifted suddenly to the southward, with rain, large seas beating on board. Our breakfast was spoilt with salt water, tons of water coming in our place, even wetting the lower bunks, and drenching the beds. Several of the passengers got wet through. The steward was knocked off his feet, and went swimming along the decks. Noon moderating a little. Set the upper topsails and main top gallant sail to keep the ship steady. Wind falling and weather clearing up. Today we had to get our dinner the best way we could, ship rolling so much. Mary kept in her bed all day, and I had to wait on her. After dinner, the Aplins' slop pail capsized all over the place, and gave us such a fine perfume. Over that the sisters and brothers had such a jolly row, using such indecent language. Everybody down on them for their filth and dirt. The Doctor was called down, and had a court-martial on them both, and had their provisions stopped for a week, except water biscuit, tea, coffee and sugar. Mrs Robt Aplin dressing herself and baby, a month old to drown herself. The husband would not let her come out of her berth. He was crying and said what would he do with the children? It was quite a pantomime. During the afternoon weather getting fine. At 5 p.m. Cooper, an apprentice, 16 years old, whilst sweeping the poop, the mizzen top mast staysail struck him on the back of the head, and threw him overboard. Whilst he was floating on his back, by all appearances insensible, Chandler, an apprentice, threw him a life-buoy quite close to him, but he could not swim, so he sank under water. The lifeboat was soon lowered with seven hands in her. They were half-an-hour away, and could not see any signs of him or the life-buoy. Hoisted up the boat, and proceeded on our journey. Long. 99°E.

Tuesday, May 18th: Winds N.E. to W. Throughout this day strong breeze and thick hazy weather. Vessel shipping heavy seas in the gangway. Large quantities on water rolling in our place. Part of our dinner spoilt though the sea coming in through the skylight. At 6 p.m. wind shifted westerly, and made a little rain. Vessel rolling fearfully. Set more sail. Ship made 250 miles this day. Steward killed a pig. Lat. 44°50' S. long. 106°13' E.

Wednesday, May 19th: Winds W. to N.W. Light breeze and splendid weather. All the lower bunks cleared out and cleaned underneath. Everybody washing, myself included washing pocket handkerchiefs. Miss Goodgame came up on deck for the first time since her fall. Mrs Goodgame still in the hospital, not much better. The two single girls improving a little. Latter part of this day pleasant breeze and fine. Vessel going very fast, all possible sail set. Lat. 47°30' S., long. 110°30' E. Distance to Napier 2,931 miles.

Thursday, May 20th: Winds northerly. Pleasant breeze, and dark, cloudy, hazy weather. Got up some of the stores out of the hold. Mr Grigsby was reported to the doctor for the not holy-(stoning) the place, being his turn, and said he would not do more than the front of his berth. Distance made 270 miles. Lat. 47°31' S., long. 117°9' E.

Friday, May 21st: Winds westerly. Throughout strong breeze and heavy showers of hailstorms. Ship running at the rate of 12 knots. All the sweepers and scrubbers brought up before the doctor, some refusing to do more than the front of their bunks, Doctor told them if they don't do their work he shall have to get them punished, three months or heavy fine, and have them in irons the remainder of the passage. During the night high seas tumbling on board. Hatches shut down to keep the water out. Miss Wilson better, and Mrs Goodgame improving. Lat. 47°52' S., long. 122°56" E. Distance 228 miles these 24 hours.

Saturday, May 22nd: Winds W.S.W. First part strong gale and a high sea running. Vessel shipping heavy seas occasionally. Yards square, heavy press of canvas on ship. Going 13 knots an hour. Latter part moderating and cloudy. Grigsby and Harris quarrelling about the water going in their bunks. Lat. 46°52' S., long. 135°16' E. Distance 228 miles these 24 hours.

Sunday, May 23rd: Winds westerly. Pleasant breeze and drizzling rain. No muster today. For dinner preserved meat pie, and plum pudding. Ship going along satisfactorily. Lat. 46°52' S., long. 135°16' E. Distance to Napier 1957 miles.

Monday, May 24th: Winds S.W. Throughout this day strong breeze with heavy squall, and a high sea running. At 4 p.m. shipped a heavy sea over the starboard gangway, and washed away part of the bulwarks. Mrs Bolt and Mr Burley having a regular row, Mrs Bolt using very bad language, she being a meddlesome women and covetous. Everything she sees she wants. The carpenter and apprentices' place was quite washed out with the sea, their bedding soaked. This evening a large sea came down among us. Lat. 47°S., long. 141°16' E. Distance run today 244 miles.

Tuesday, May 25th: Winds S.W. to W. Moderate breeze and fine weather. Many of the people sick, everything being so damp this bad weather. But thank God we are approaching fast, if the wind only keeps up. Yesterday we had bad flour, but had it replaced today, as they opened a fresh barrel. Mary making a dress for Mrs Grigsby. Mrs Goodgame went on deck for the first time. Mrs Green laid up these four or five days with Rheumatism. I managed to get a piece of fresh pork from the ship's cook for Mary. Lat. 47°34'S., long. 147°25' E.

Wednesday, May 26th: Winds westerly. Moderate breeze and damp hazy weather. Ship scudding along nicely. Mary had port wine instead of brandy as it was out. The chicken and mutton broth all done so it's time to be landed for everybody. Ship made 180 miles today.

Thursday, May 27th: Winds westerly. Slight breeze and hazy weather with light showers. Captain

shooting at the birds yesterday. Most everyone thought they saw land last night. Mrs James Aplin was dodging about on deck at ten o'clock. One would think she was going crazy. – she is not A.1 as it is. Lat. 48°13'S. long. 155°50'E. Distance run 170 miles.

Friday, May 28th: Winds N to N.E. Throughout this day fresh breeze and dark cloudy weather, with passing showers and very cold. Had some medicine from the doctor for Mary, having her sick headaches. Yesterday I had a bottle of diarrhea mixture – my inside very bad this morning. Ben, the black cook's assistant had a raffle – tickets 6d. each, 50 tickets, 7 tickets marked with the days of the week, all the other blank. Whoever gets the ticket with the day of the week that the ship anchors gets the whole of the money. We didn't put for fear there might be a row over it, for they're a lot of queer fish. At 3 p.m. the steward killed a sheep. Lat. 48°50' S.

Saturday, May 29th: Winds variable. Light variable winds throughout and fine weather. I caught a molahawk this morning, and skinned it for Mrs Heiford, being one of our messmates. Through that there was jealousy with Mr and Mrs Green. In the same mess, No.7, there were only three couples without children. Mr and Mrs Cook had left on account of discord with the said Greens. I washed a few handkerchiefs and towels this afternoon, as it was fine. Fair wind and square yards. Lat. 49°22' S., long. 159°30' E. Distance to the Snares 282 miles.

Sunday, May 30th: Winds variable. Throughout this day pleasant breeze and fine weather. At 11 a.m. all hands to muster. Mrs Green still laid up; Mr Green still seems quite offended yet about the bird – he has not spoken since. The Captain and doctor said that we should muster again during the week, as we expect to land before Sunday. The mate went up aloft to see for land at 4 p.m., but the ship was too far off yet. Lat. 48°39' S., long. 164°28' E. Distance to the Snares 86 miles.

Monday, May 31st: Winds northerly. Light breeze and cloudy throughout. Over breakfast the crew getting up chain cables and putting the anchor over the rail ready for harbor. Afternoon had up the passengers' luggage so as to get their good clothes for shore, and put down all their boxes which they had in their bunks. At dinnertime there was a fight in the single men's place between Harry Smith and Concertina Jim. Lat. 48°29' S.

Tuesday, June 1st: Winds northerly. First part light breeze and cloudy. Steward killed a pig. No land yet in sight. Crew washing the paintwork. Towards evening winds favoured us a little. Lat. 47°51' S., long. 172°E. Distance to Napier, 540 miles.

Wednesday, June 2nd: Winds northerly. Light breeze and weather overcast with drizzling rain. Crew employed scrubbing ship outside. Tried to catch albatrosses but no chance, so the Captain amused himself shooting at them. In the afternoon picked up some seaweed. Evening calm. Everybody in hopes of a fair wind to send us in harbour, being so near. Lat. 47°S., long. 174°48' E.

Thursday, June 3rd: Winds variable. Light variable airs, and calm at time. During the afternoon little Lotty Grigsby fell halfway down the ladder and hurt her chin and nose. Also Molly Quin, two years old, fell in the mess tin and hurt herself very much. Mary washing sheets and handkerchiefs. Captain caught five fine albatross. He gave me one, and to the Matron, and some of the passengers. Ours measured 9½ feet from tip to tip of the wings and weighed 14 lbs. In the evening skinned the bird and stretched the skin to cure. Latter part light breeze and drizzling rain. Lat. 46°17' S.

Friday, June 4th: Wind N. to S. Throughout strong breeze and cloudy. After breakfast took in all

the light sails, reffed the mainsail and slowed upper mizzen topsail. Everybody anxious to see land, but too far off. At 4 p.m. wore ship. At 5 p.m. wind shifted to the southward. Vessel going about 8 knots an hour. Mary very sick all day, in bed. Latter part strong gale and light sea. Lat. 45°15' S., long. 173°20' E. Distance to Napier about 380 miles.

Saturday, June 5th: Wins S.W. to S.E. First part strong gale and high seas running. Much water on deck each side. All emigrants washing and scrubbing the fronts of their bunks, tables and forms and getting the place clean for the inspectors. At 2 p.m. sighted land, Cape Palisser, for the first time since the Cape de Verde Islands. Mary much better today, and up to see the land. At 8 p.m. strong breeze and rain. At midnight all hands up to shorten sail. Ship under three close reefed topsails. Wind S.E., and blowing a furious gale. Lat. 42°10' S., long. 175°45' E. Distance to Napier at noon 180 miles.

Sunday, June 6th: Winds S.E. Throughout this day blowing a furious gale, and drizzling cloudy weather. Ship tumbling and labouring heavily. Everything flying about the place every time the ship lurches, even the charlies capsizing and leaving us a sweet scent. We had to get our breakfast and dinner sitting on the floor and taking it the best way we could. At noon no sun and the lee fore topsail sheet carried away. Crew rove it again and set the sail. The emigrants' water-closet was washed away. The decks half full of water all the time. Many of the emigrants very frightened. Mary stopped in bed all day, and a bit sick – the best place for the women this sort of weather. Some of the single women going in fits with fright. Towards evening weather moderating, stars and moon shining beautifully. The ship would have been at anchor today but for the gale. We were only about 40 miles from the place. Last night we were only about 15 miles from shore, so we can't be very far off now. No observations today. Sun obscured.

Monday, June 7th: Wins S.E. to S. First part fresh gale and squally. Bore off and made sail for shore. At 9 a.m. just sighted land. Gale increasing. Took in canvas, wore ship, and hove to. At noon had observations; ship 30 miles off Cape Kidnapper. Bore off again, and set all possible sail. Ship going about 10 and 11 knots. At 2 p.m. sighted land again. At 2.30 p.m. Cape Kidnapper right ahead. At 4.30 p.m. passed the Cape, and at 5.30 p.m. came to an anchor about six miles from Napier in seven fathoms of water, with the port bower anchor. Stowed all sails, put up the anchor lamp, and set the watches. Everybody seemed quite excited at the sight of shore. Thank God we can sleep quiet tonight in hopes of landing tomorrow. Mary's sickness left her as she can see terra firma now.

Tuesday, June 8th: Winds variable. Light breeze and fine weather. At 7 a.m. weighed the anchor and set sail for Napier. No pilot coming off, the Captain proceeded to the anchoring ground off Napier town in eight fathoms of water. At about 9 a.m. stowed all sails. Everybody very busy cleaning their boots, women trimming their chignons and putting on their fine toggery. Great excitement and confusion in our place. At 11 a.m. the steam launch came off with the Commissioner. He was a funny, rough old customer. He passed all the single women first, then the single men then the married folks. The odd family of Aplins were first called; they seemed to amuse him. When we passed, he said "That looks better, however". They packed off the single women with their bedding and kit to clean the barracks. For us tomorrow morning early, luggage and all our things. The town looks nice enough from the ship. The "Earl of Zeatland", that left Gravesend the night before us, arrived in Otago a fortnight ago, but the Captain told us it was the quickest passage made to Napier with us – 84 days from Gravesend. In was reported in the papers here the quickest passage on record, 82 days from land to land.

Wednesday, June 9th: Winds variable. Through this day fine. At 4 a.m. everybody was roused up to light the fire and get breakfast, so as to pack up for landing. At 7 a.m. the steamer came alongside, and a great fuss there was. The steamer took best part of the luggage in the hold, then they took the women and children and put them in the hold with the boxes, then all the men. In going alongside the steamer took a small schooner in tow, then passed over the bar, and went along side of the quay – they call in “the Spit”. Most of the business houses and shipping offices are there. When we landed they engaged two carts to take the luggage up to the barracks – they are really barracks. The soldiers used to live there. However, it’s more comfortable than the ship. Each party has a separate place. When we got there it was about noon. They gave us plenty of good bread, butter, sugar, tea, salt, cabbages, potatoes and plenty of beef and mutton – as much as we wanted. We had to cook with a wood fire. We took our luggage in our place. In the afternoon we went in the town. It looked rather small, and quite different from Jersey. All wood houses – we saw but one house built of stone. The wood houses look very well – you could not tell the difference from a distance. Most all the houses are one storey high. It’s about 1½ miles from the barracks to town and such hilly work that one soon gets tired. In coming back we saw a shoemaker’s shop with the name Fuzard, so we went in and had a long chat with them. They came out about 18 months ago. There are Jersey people opposite them – the Ridgeways. We went back and had our tea, and went in the single women’s place. It was quite a concert, singing and dancing. While we were there Mr Moignan, Langlais and Miss Le Conte and some others came up to see if there were any Jersey people. At 9 p.m. the place shuts up, so we went to bed.

Thursday, June 10th: Winds variable. Throughout this day beautiful weather, and very hot in the sun. Nobody were allowed to leave the barracks this morning on account of the engagements taking place. A great many of them were engaged, and went off during the day. We went down to the Spit to see after our two large boxes, and just in good time, for the end of the large box was busted, and things coming out. So I had to give a carpenter 2/- to repair it. After, I went to a sail loft for employment, but there is not shipping enough for sailmakers. But before we left the barracks Miss Gruchy came here for Mary to see Mr Campbell, a large draper, for a situation as cutting and fitting at £3 a week, from 9 a.m. to 6 p.m. So we went in the evening to see about it, but it was to be settled in the morning. Nothing in view for me yet. When we came to the barracks our two boxes were there all right. We partly settled for a small two-roomed cottage at 8/- a week, each about 9 feet square. About 8 p.m. Mary Ann Ford, one of the single women, a fast girl, came to the barracks as drunk as a fiddler and quarrelling with everybody. So that winds up this day.

Friday, June 11th: Commencement fine breeze and cold weather. Stayed in the barracks all the morning. Had an early dinner and went in town. The cottage we expected was let, so Mary went to Campbell’s and engaged herself. We went then and found two rooms in Shakespeare Rd., up the hill close to the Gruchys; it’s a fine cottage. Mr Windus, who owns it, lives there himself. We pay 10/- a week for the rooms. There is a nice little garden attached to it.

Letter of instruction to Augustus Philip Samson to captain a ship to Archangel

Instructions

Jersey July 8th 1870.

Capt. A. P. Samson
Sir.

Proceed hence to Archangel after a cargo of
Oats, when laden proceed as per Charter to Jersey for Order.
As the season is advancing do your utmost to make a short
outward passage, otherwise you would stand a chance of being
too late, and might be frozen in at Archangel. For Damages
if any is required, you will buy one fathom of Firwood or
Lathwood; mind to buy this on the cheapest rate so as to be
able to sell this at Profit at time of Discharge.

Previous beginning to load put your Vessel in drawing
more water Aft. than Forehead, then take care to load quite
full in every crevice, & check the Oats well up between Beam &
Deck. you also will fill up the ship's Steerage with it, say
Part in Bags & part loose. any spare sails in the way, you
might carry in your Boat, or you may put some in Forecastle
as also other Stores either in Cabin or Forecastle, so as to make
the most freight you can by the Ship. The water in Iron Tank
is sufficient for your Home Passage. therefore you will be
able to empty the water Casks and fill them up with Oats
and carry same on ship's Deck. On your passage home, if your
Cargo settles down, then you will be able to fill up with that
from the Steerage, for the better the ship's Hold is full the
better it will be to prevent Shifting. Your Ship's Company
is composed of 4 Hands, all told, that is 3 in each watch viz.
Master, AB, & OD. the Port watch by Chief Mate, AB, & Apprentice.
Then the Cook will have all or no watches. In vessel like the *Acra*
if the Master wants to make a passage, he must keep his watch, and
take care the Mate, does carry canvas during his watch

Yours Truly
George Alexander