

James Cooper Stewart

Records the voyage from Liverpool to Melbourne on the clipper Marco Polo

Departed Liverpool Sunday 7 June 1857

Arrived Melbourne Wednesday 2 September 1857

Pa
No 8

PASSAGE MONEY £14 AND UPWARDS.

BLACK BALL LINE
BRITISH AND AUSTRALIAN EX-ROYAL
MAIL PACKETS.



PACKET OF THE 5th APRIL
FOR MELBOURNE,
Taking Passengers for Geelong,
Sidney, Adelaide, &c.,
The world-renowned Clipper Ship
"M A R C O P O L O,"
CAPTAIN CLARKE,
1625 TONS REGISTER, 3000 TONS BURTHEN.
THIS far-famed Ship was the pioneer of Australian
clippers and has made the most wonderful pas-
sages on record. She sailed from Melbourne with
the Steam-ship "Royal Charter," which vessel she
passed off Cape Horn, and arrived in Liverpool
eight days before her. The "Marco Polo" has
gone over upwards of 268,000 miles, and sailed
round the world eight times, carrying 7638 people
in safety.
For Freight or Passage, apply to
JAMES BAINES & CO.,
Tower Buildings, Liverpool.

March 26th
1858
2 Borden Adventurers - Galachob

Advertisement for the Marco Polo in 1858

Many left home in search of their fortune with mixed feelings. One digger (sic), James Cooper Stewart, described his feelings in a letter to his father written on September 27, 1857.

"I took my luggage to the pier, had it measured and put on board the steam-tug which was lying out in the river. You can scarcely realise my feelings when I felt myself leaving the shores of Great Britain, for I was really downcast but I put the best face upon matters that I could, and a feeling of confidence possessed me as we neared the noble ship."

From the State Library of Victoria's virtual exhibition [Life on the Goldfields](#)

JAMES BAINES AND COMPANY,
"BLACK HALL" LINE OF BRITISH AND AUSTRALIAN CLIPPED PACKETS
SCHEDULE B - FORM OF PASSENGER LIST

Ship's Name	Master's Name	Tonnage per Register	Aggregate Number of Superficial feet in the several compartments set apart for Passengers other than Cabin Passengers	Total Number of Statute Adults, exclusive of Master, Crew, and Cabin Passengers, the Ship can legally carry	Where bound
Marco Polo	Clarke	1625	6095	405 1/2	Melbourne

I hereby certify that the Provisions actually laden on board this Ship are sufficient, according to the requirements of the Passengers

For 290 Statute Adults, for a Voyage of 25 days there

James Clarke Master

Date: 10th Jan 1857

NAMES AND DESCRIPTIONS OF PASSENGERS.

Ports of embarkation	Names of Passengers	Age of each Adult, of 18 years and upwards				Children between 1 & 12		Infants		Profession, Occupation or Calling of Passengers	English			Scotch		Irish		Other Parts		Port at which Passengers have Contracted to Land
		Married		Single		M	F	M	F		Adults	Boys	Infants	Adults	Boys	Infants	Adults	Boys	Infants	
		M	F	M	F	M	F	M	F											
LPOOL	Mrs Worsman									Labourer									Melbourne	
	Mr R Jones									Boatbuilder									"	
	Mrs "	38								"									"	
	Ann "			26						Wife									"	
	Jas C Stewart									Agent									"	
	Wm Lyon									Mechanic									"	
	Robt?									"									"	

Extract from the Marco Polo passenger list showing "Jas C Stewart"



Model of the Marco polo in the Merseyside Maritime Museum, Liverpool

My dear Father,

Although an account of my voyage to Australia may be of little or no use, yet it may answer the purpose of beguiling an hour or two of a long winter's night and I know it will afford you as much pleasure to peruse it as it affords me to write it. You must make up your mind however to find a great amount of dull and uninteresting matter, consequent upon my inability to give expression to my thoughts and feelings. Well let me to my work at once for I have a grand journey before me. I am neither able nor willing to say much about leaving home and its hallowed associations, but I feel I never can forget them nor the pangs of grief which rent my breast as I tore myself from all that I loved. Little though it might appear to some people, yet I will ever fondly cherish George Smart's regard for me which he showed in accompanying me to the Bridge of Dun. The least mark of attention is prized by one who is tearing himself from the friends of childhood perhaps never to meet them again in the sublunary sphere. I left Brechin at 6.25 p.m. on Monday the first of June and landed in Dundee at 9 o'clock. Next morning I bade Uncle Aunt and Alic goodbye and took my seat in the train for Edinburgh which I reached about 10 o'clock. I spent the day and the one following in visiting my friends and taking farewell of them all. I was presented with a copy of the Songs of Scotland by the Clerk in Hope and Mackays and on Wednesday night at 8 O'clock I left Edinburgh for Liverpool. The Carriage was filled wholly with emigrants principally bound for America, but I discovered one woman and boy who were going in the Marco Polo with whom I chatted all the way to Carlisle for I did not incline to sleep as most others did. We got to Liverpool on Thursday morning at 4 o'clock and everyone turned in search of an inn excepting myself who inclined rather to walk through the streets than to pay 7/6 for a bed in a first class hotel. Although so early in the morning a great many workmen were abroad and the streets presented a very animated appearance. I called for Mr. Paul who conducted me to Baines & Co where I secured my passage and got my luggage - not without a great deal of trouble however - having to go between their office and the Railway Station several times in search of the Bill of Lading; I spent the remainder of the day making purchases and viewing the Docks etc. I slept on shore all night.

Friday, 5th. I took my luggage to the pier, had it measured and put on board the steam-tug which was lying out in the river. You can scarcely realise my feelings when I felt myself leaving the shores of Great Britain, for I was really downcast but I put the best face upon matters that I could, and a feeling of confidence possessed me as we neared the noble ship. I was among the first to ascend the plank and spring on deck. A terrible bustle then ensued everyone running in his neighbours way upsetting porters with trunks etc. and many were the curses imprecated on our heads. I soon found out my berth and got everything I wanted out of my trunks, which were then stored away. My berth was a little room well lighted and ventilated about 6 ft. by 4 ft. and 8 ft high - all plain wood - and contained two bunks the one above the other. I chose the top one as it seemed to be the best, the lower one being only some 18 inches from the bottom of the top one while the latter was fully 3 ft. from the roof. Between the side of my berth and the bunks there is only about 2½ ft. left for turning round and making your bed etc. Our Cabin or Saloon is very nicely fitted up - the seats are cushioned the tables are covered with waxcloth, and the windows are of stained glass in the centre of each being a picture of the principal towns in Australia. The Intermediate have no saloon or Cabin but must eat their meals either 'tween decks or on the main deck. The Steerage are the same. Six sleep in a berth in the Intermediate and Steerage. The Steerage occupy the forepart of the Vessel - the Intermediate - the centre and the 2nd Cabin and Saloon Passengers the Aft or Quarter deck. All sleep below and the Steerage do not, as I fancied, be exposed on the fore-castle. I amused myself as well as I could during the afternoon, and retired about 10 o'clock. A young woman in the next berth had the misfortune to jump into her bunk in the dark, which not being very well adjusted gave way and down she came much to the amusement to all who heard it. It was so far fortunate that no one was in the bunk below her, for she was a heavy lump. The carpenter came and put all to rights. Some persons sang Anthems and Halleluiahs which pleased me much. My mate had not yet come on board. I slept very soundly.

Saturday, 6th June.

Opened my eyes this morning and found the sun shining in full splendour through my window. Jumped up and for the first time experienced the difficulty consequent on dressing in a small room filled with luggage etc. My mate arrived by the first boat this morning - he is a real highlander from Rossshire but one whom I will easily manage. I was at first afraid that he might have brought a disease along with him which is said to be peculiar to his species but I soon found him to be clean and a "dainty body". The Government Inspector came on board at 11 o'clock and examined us all, but ~~eh~~ the examination is all a mockery for he only asks "Are you quite well" and of course receives for his answer "yes". About 4 o'clock a Clergyman came on board and announced that public worship would be held on poop at six in the evening. Such an intimation was received and responded to joyfully by the greater body of the passengers. At the appointed hour the minister ascended the poop and asked us to sing the 64th paraphrase with being done with more than ordinary solemnity, he offered up a prayer for our safety and welfare. He then delivered an address with great fervour and eloquence touching beautifully upon our separation with our friends and I need scarcely add that the sobs which were distinctly audible and the tears that trickled down the cheeks of the oldest and the youngest were unmistakable evidences of the sympathy and reception which his remarks met with in the hearts of his audience. With a doxology and blessing this interesting and impressive ceremony ended. He is to address us to-morrow morning. He is to publish an account of his address in a pamphlet which he will send to any person whose address we might give him for 4d. I gave him your name, Hamiltons, Uncles, and Smarts. The evening was lovely and the fact that it was the last time many could ever look on the gas lights of Great Britain caused many to stay up late. The provisions we get are by no means first class, but I will publish at the end a list of what we got, and what emigrants should bring with them.

Sabbath, 7th June.

The morning is dull and drizzly rains are falling every little while. Clergyman came according to his promise. It was our last Sabbath that we could have the benefit of regular worship for sometime and a great many rushed to hear him. He preached 'tween decks - commencing with a hymn after which he addressed us from the Hebrews 11th and 6th and of course he made a great impression on us all. He then shook hands with us commending us to the mercy of God and bade us good-bye. We were towed down the river about 11 o'clock and many hearty cheers greeted us from the Steam boats that were plying up and down the river. We lost sight of L'pool ere we were aware, a thick fog having set in and obscured the surrounding country from our sight. We wheeled right about and fired two guns as a parting salute and with sorrowful hearts made the welkin ring with our last cheer for our native isle. We were overhauled by the Dr. and the Clerk when some were found on board who had no right to be there and bundled ashore. We were towed out into the Channel and the last glimpse of land which we obtained was the corner of the Isle of Man late in the evening. I kept on deck the most of the day to avoid sea-sickness.

Monday, 8th June.

I jumped up in the morning in the full belief that I was not to be seasick but no sooner did my feet touch the ground or the floor, than my cranium began to revolve and ere you could say Jack Robison the whole of my yesterday's meal (by this time reduced to a lovely pulp) went bang up against the wall of my berth, which example my mate soon followed. It seemed as if everyone had been waiting for someone to lead the dance, for no sooner did I give the key note than off they set at a rattling pace. I soon popped into bed where I felt considerably at ease, but ~~eh~~ the Dr. came and pulled me out saying I would be better to remain on deck. I was dreadfully sick and vomited freely. The sea was rough and nasty rains were falling.

Tuesday, 9th June.

I was still horridly sick and could taste nothing. Kept my bed till about 4 o'clock but it was so rough and rainy that I thought the bed was the best place for me. Of course many cures were tried and I drank brandy freely but it was of no avail. The band played during the evening.

Wednesday, 15th June.

I am worse this morning and cannot bear the sight of their food. I vomited a great amount of bile and sure enough I got a cleanse. It rained very hard all day and the sea was running very high. I tried some dinner but it was no go. The tug left us about 4 o'clock and took back all letters, but I was too sick to write a line. The wind had been blowing hard all day, but towards evening it had died entirely away. I went to bed about 7 o'clock.

Tuesday, 11th June, to Sat. 13th.

During this and the two following days I felt a little better, probably occasioned by the calm which succeeded the stiff breeze of Wednesday. I relished an egg very much and devoured a wine biscuit and jelly with a voracity worthy of one who had not seen meat for months. I felt much inclined to buy a bottle of Porter but was surprised when I was asked 1/1d. for it. Drink is very high, and I have no doubt this will prove an effectual stopper. I bought a bottle and drank it but it being an annoying tenant I procured a warrant of ejection for it. Nothing I can take will remain on my stomach. Dancing has been commenced at nights but I am not yet in trim to trip the light fantastic. On Sat. forenoon as one of the Passengers, a Welshman, was lying on the top of a boat with some of his mates basking in the noonday sun, one of the Cables gave way and a large block fell on him and broke his leg which created a great sensation. Our water is bad, and I often wished for Burghill to be in the fore-castle for a week.

Sabbath 14th to Sat. 20th.

We had a visit from a drove of porpoises last night, which are always precursors of wind. They came skipping over the waves like a thousand rats, their black backs being only seen unless when in a frolic they would jump clean out of the sea. They came close up to the vessel and as far as I could judge there could not be less than 700 or 800 - the half being visible at one time. We are in the Bay of Biscay and are telegraphing to a vessel homeward bound which will no doubt be reported. I must tell you how we spend the Sabbath. One could hardly expect the same forms to be observed here as at home though in a great measure he might look for some distinction between this and other days - but I am sorry to say that it would be impossible to say that it was the Lords Day were it not for a congregation of some 15 individuals clustered in a hidden part of the deck who are reading verse about of a chapter in the new Testament and these few are Scotchmen. The English without exception are bawling some hackneyed song while busily engaged preparing their plum pudding etc. and the Irish are stowed away in the Chains fishing for the gulls which are following in the wake ready to devour any little bit that is thrown overboard. The Sabbath indeed is not recognised and no attention or respect is paid to other peoples' feelings by these unruly folks. My mate in the highland superstitious way solemnly remarked that God's vengeance will fall on us ere we complete our voyage. For the most part of the week we have had contrary or head winds and sick tho' I was I enjoyed the sport at night with great gusto. You can fancy what it is to be in a vessel pitching about under a heavy sea and you lying in your bunk holding on like grim death for fear of being tumbled out, while every lurch the vessel gives brings you bump up against the side of your bunk with a force sufficient to stave your ribs in. And then the music of the rats (for you must know we have plenty of them running about) coupled with that of tin cans etc. etc. (the contents of which when upset diffuse anything but sweet-smelling odour) - why I tell you these form one grand and sublime feature of a voyage to the Antipodes. We were becalmed on Friday and Saturday opposite the Canary Islands and I can assure you it was hot. I have found many little instances of my mothers' affection since I opened my trunks but I can only say here May God Bless her. We had a nice laugh at two passengers who had ascended the rigging as a mere bravado - this is contrary to orders and the Sailors are empowered if they can catch them to fine them. It was laughable to see the fellows staring stupidly down while Jack was nimbly climbing the ropes - sometimes at one side of the Cross-trees and sometimes at the other looking out for a rope to slide down upon, and when they had as they thought escaped from the Sailors you would have burst with laughter to see them stop short in their descent by a rope which Jack had contrived to throw round them and lash them to the mast until they paid the fine of 4/- . Until Friday I was very sick and on the 14th he gave me a bottle of bitters which settled my stomach and I am

nearly right again tho' very weak. I eat a large quantity of ham and eggs and biscuits and jelly but I can't manage any of the ships' provisions they are so dreadfully coarse. I paid 6d. for a bottle of lemonade. It was so hot I could sleep with nothing but the coverlet on me. We had gymnastic exercises on Saty and weak as I was I was able to be first at standing long leap (7 $\frac{1}{2}$ feet) and second in high running leap 4 ft. 11 in.) I danced in a Scotch Reel on Saty. and the English were delighted with it.

Sabbath 21st to Saturday 27th.

Service was dispensed by the Captain on the poop on Sabbath and the day was kept in a more becoming manner than last one. I conducted the psalmody - A sort of meeting was held among the passengers at night when a sermon was read by an Irishman. Up to Thursday we lay quite becalmed under a burning sun opposite Palmas (one of the Canaries) which we could see distinctly during which time we amused ourselves playing at fit and a half, quoits made of ropes, crib draughts and all kinds of fun. We caught a Turtle on Sabbath last. Thick fogs set in at night when we fired several rockets to clear it away in case we should run into land, and some people who were below at the time, hearing the whizzing sound and seeing the red glare, came rushing up to learn if it was the much talked of comet that was descending. Got our trunks up to-day (Wed) but I did not disturb mine farther than taking out a few Books. Weather very hot for the remaining days tho' we enjoy a slight breeze. A species of swallow was caught on deck which the Sailors declare to be ominous of good winds, good health and good luck. One of the sailors subjected to 48 hours confinement for swearing at his superiors. I saw a few flying fishes on Saty. - they are about the size of herrings and a silvery white with a black fin on their back. I cannot describe to you what lovely moonlight evenings we had and how we danced till we could scarcely stand, while the flannels were completely saturated and the Band had nearly quitted company with their breath. Oh! I wont forget the Marco Polo in a hurry.

Sabbath 28th to Saturday 4th July.

For the first four days of the week we had splendid winds, but it was oppressively hot, so hot indeed that we were compelled at nights to strip to the skin, and it was with great difficulty and after much haranguing, that we could prevail on the ladies in the adjoining berths to stop peering through the chinks and over the top rails which divided the Berths. We had a mighty rum lot on board. Betting is much in vogue amongst the Englishmen and leads to a little row now and again. The Sailors paraded the Deck on Monday, with one of their number dressed as an Elephant and a driver mounted on his back, performing a great many antics much to the amusement of all on board. A passenger was put in irons for fighting. We were becalmed on Thursday and it was so hot then that the sweat was actually standing in big drops on my forehead. It is always hotter at several degrees north or south of the line than at the line. We have observed several glorious sunsets - but I can't describe them - while the moonlight is all that is lovely and pleasant. An Englishman might innocently asked me one night if that was the moon which shone at home. The boatswain broke the Steward's nose in a quarrel. We had several heavy showers of rain this week but you can scarcely form any idea of a tropical shower. It is quite a deluge. As Saty. was the Anniversary of the American Independence, the Captain (a Canadian) issued a notice that he would give a Ball on Tuesday to which all were invited.

Sabbath 5th July to Sat. 11th July.

We were becalmed till Tuesday night during which time we were nearly roasted. A young woman was quite delirious and the Dr. feared a brain fever - another young girl fainted away, while many men were laid quite prostrate so intense was the heat. I had a visit from the rheums caused no doubt from sleeping opposite one of the ventilators. I was ver sorry to part from my currant cake which I observed had well nigh ceased to exist, but the best of friends must part, and so I gulped it down quite lovingly and gave it the last embrace of my jaws. I was tempted by the loveliness of the night to sleep on deck on Monday. I brought up my mattress, coverlet and plaid and having encamped in a corner of the

poop and spread my coverlet as an awning to screen me from a moonstroke, I wrapt my plaid round me and lay down to enjoy the best and sweetest repose which I had the whole voyage. In the morning I rose and washed some shirts and which the Doctor pointed out to the other passengers as a pattern of well washed shirts. Only think of that. A little while afterwards I happened to look overboard when my attention was attracted to a large fish some 8 feet long, and I felt a chillness over all my body as I heard some people raise the cry of "A shark". I won't soon forget it. The sea was perfectly calm, not a breath of wind ruffling its surface, and as the voracious brute came nearer and nearer guided by his little friend the "Pilot", I clung to the ropes and shuddered to think of the result were anyone to fall overboard. I could perceive 4 smaller sharks sporting in the water at a great depth. A great rush was made to get lines backed in case our friend should move off, but he was in no hurry to depart, and sailed round and round us eyeing everything closely. Several baits were tossed out to him which he seized, carrying with him the hooks and line which he had snapped asunder. At length a hook about eight inches long and fixed to the rope by a chain about a yard long was baited with a piece of pork and the rigging was crowded with men and women anxious to see the result. No sooner had the bait touched the water than his majesty, who had fallen in the wake, began to ply his fins and to steer himself in our direction. He approached the bait with great coolness, turned himself on his back, opened his ugly jaws and shut them amidst the applause of the onlookers. By inadvertence, however, the parties in charge of the line were not prepared with a noose to slip round his body and trusted too much to the strength of their line. After a great deal of twisting and splashing we had the mortification to behold the shark make a courteous farewell. The hook weight. This was the only shark

On the same evening we had our Ball, which promised to be a first rate one, but the rain coming on we were deprived of part second. It is a cheering and happy sight - a Ball at Sea, and our passengers showed their respect for the Captain by appearing in full dress. I was in my tartans. Everything went off well and there was an unlimited supply of meat and drink. The Purser's mate wagered openly that he would dance the Highland Fling against anyone on board for 10/-. I accepted the challenge, and won amidst the plaudits of the spectators, and I had the honour immediately after to dance with Mrs. Capt. Clarke. Mighty bit, ain't I?

For the remainder of the week we had splendid weather, the wind making it nice and cool, and I shall end this eventful week with the only thing worthy of notice which is that some half dozen fellows were brought up charged with having stolen some heps on the night of the ball. They received notice that on our arrival at Melbourne they would be handed over to the authorities for robbery on the high Seas, which resolution I believe the Captain afterwards was prevailed on to rescind.

SABBATH) We crossed the line on Sabbath morning at 6 o'clock
 12th to) at exactly the same place and hour, which the last outward
 SATURDAY) bound emigrants in the Marco Polo did. I was in bed at the
 18th) time. Of course the celebration of this event did not take
 JULY) place till the following Evening, and as far as I am able I
 will give you an account of this interesting ceremony. The
 Captain had forbidden the Sailors to interfere with the
 passengers, but they were allowed to treat any of the crew
 who had never crossed the line, as usage directed. I went and
 secured a seat on the top of the Galley where I commanded a
 full view of the fore-castle. Old Neptune was personated
 by a young Sailor dressed in a cloak or covering of coarse wool

or hair which reached to his heels - his hair which was hoary (wool) hung in profusion down to his middle - in his right hand he held a brident made of the shaft of a broom and three pieces of a gird tied together - an old hat much the worse for wear covered his head - while his face was hid behind a mask painted most fantastically, the mask being used to save him the trouble of washing the paint off his face. His beloved lady was dressed in a more modern costume, having on a straw bonnet of the last century, an old print dress well ventilated, a threadbare shawl, and carrying in her arms their only son - made of wood. The appearance of the pair was the cause of much merriment, attended as they were by a retinue of some five or six sturdy fellows dressed mostly as Policemen, and numbered 1, 2, 3, etc. When these dignitaries were seated on their throne (the Capstan) policeman 1. was despatched to escort the parties who for the first time were to be introduced to Nep's household. The first fellow came laughing in company with Policeman 1, and appeared to take the matter coolly, but there was a slight uneasiness observable in his face when Nep ordered his hands to be tied behind his back, and his eyes blindfolded. Policemen 2 and 3 then led him to the side of the Vessel opposite the dais and seated him on the side of a large water barrel, while the Boatswain with a mighty big brush tarred him from ear to ear and round his neck. Immediately after a razor made of a piece of a gird with a lot of gashes in it was mercilessly drawn over his face, making it appear very like the map of Great Britain with the lines of Railway laid down on it. The soaping and shaving having been applied several times, the Boatswain administered a dose of medicine to him, consisting of some "sheep purlies" shoved into his mouth

was submitted to very complacently
have some presentiment of the
get out of their hands, but it
he was seized by times,
back over head and waist into the water three times, and
his hands were untied and his eyes relieved. All was not
over with him yet, for which he had got was merely to make
him fit to appear before the august King. All dripping he was
led to the foot of the throne when Nep rose to receive him
and took him by the hand and led him up to his Lady, who, laying
aside her babe, locked her adopted in her arms and, after gently
kissing his cheek handed him to old Nep to receive the last
or finishing stroke, which was given with great affection and
consisted of Nep seizing hold of the adopted's ear with his
teeth and shaking him as a dog would a rat. The poor fellow's
screams were drowned amidst the laughter which rent the air,
and after all the "green horns" had undergone this procedure,
their Royal Highnesses marched round the ship - paid their
respects to Mrs. Clarke, and thus completed the interesting
ceremony of Crossing the Line. Several escaped by paying a fine.

On the following day (Tuesday) we had the pleasure to
see a great many Vessels in the distance and a cry was raised
about noon that a ship apparently homeward bound was bearing
down on us and would sail close by us. Letters for home
was the desire of our hearts and great was the rush to pen
a few lines for our dear friends. Just as I came on deck
with my note in hand, sure enough there was the Vessel in full
sail some 20 or 30 yards off our bows. Our helm was put
"hard port" which caused us to stand still while our companion
followed our example and came alongside of us - some 30 yards
off. She proved to be the Indomitable bound for London with
Emigrants from Melbourne, and the first impulse was to give them
a hearty cheer. This was promptly stopped to enable the Captains
to speak, and so quiet was all around that not one word escaped
us. The rigging of both vessels was black with the Crowds eager
to gain information. The indomitable had passed the "Comodore
Perry" (which sailed a month before us) just three days before

gointo Bahia for water. A great many questions as to the winds and weather were asked after which the passengers on each ship made the welkin ring with their loud huzzas. The Captains then waived all further communication and the Vessels were again set in motion which deprived us of the opportunity of sending home letters. Our hearts rose within us as we eyed the noble Vessel fly away before a wind which would soon land her passengers on the land of their birth, and the tears rolled uninterruptedly down our cheeks when our band played "Far far upon the Sea" and "Cheer boys cheer" as a parting Salute, and many rushed down to their berths - I among the rest - to give vent to their pent up feelings. Home! what is it? An Emigrant only knows truly. For the rest of the week we had comparatively good winds and weather and sighted the Island of Fernando which, if you look at the map, you will find off the coast of Brazil or Guiana some 4 or 5 degrees south of the line. I speak from memory as to its situation. We were close to it and if I have an opportunity soon I will send you the sketch which I made of it.

SABBATH)
19th to)
SATURDAY)
25th)

This week we have had the pleasure of signalling two vessels the "Nile" and "Caroline Coventry" both bound to India with troops. It was interesting and amusing to observe their mode of conversation. All the flags represent a number which being run up in a certain order either ask or answer a question according to the Book of Signals. For instance, the mate who had possession of the spy-glass would read the numbers which the Nile hung out - 5416 - then the Captain would turn that number up and would find that it meant "How are you all?" He would then order his men to run up a number signifying "All is well" - this way a communication is kept up in sight, and which is interesting and useful for our information. On the 25th we perceived from the rags that were hanging from the masts of the Nile that some of her sails had been blown away.

On Friday and Saturday we were at the tropic of Capricorn (23½ degrees south of the line) during which I may say we made little or no progress. A Yankee came within 40 yards of us and hailed us to know what our longitude was but of course this did not have such an effect on us as the Indomitable. The weather was fearfully hot and the air was very sultry. About 5 o'clock on Saturday Afternoon (in this quarter nearly dark) the sky to the west became overcast and black clouds came rolling along on the light breeze. All of a sudden the wind died away - the sea became like a sheet of glass, placid and unruffled - and the stillness which pervaded, coupled with the sultriness of the atmosphere, portended a severe thunderstorm which burst over us in all its fury in a short time after. A few large drops were the precursors of a tremendous shower of rain which poured incessantly for upwards of two hours. By and by a streak of lightning burst from the surcharged clouds, lighting up the sky for miles round us, and the thunder growled in the distance. We had no need of candles that night - every one declaring that they had never seen so much lightning at one time before. Flash followed flash with awful rapidity and for a time it seemed as if the heavens was one mass of flame, while the rattling of the thunder gave the whole a terribly grand effect. All hands were ordered out to reef the sails which before were all set and it was surprising to see with what alacrity and willingness they did their duty in such a storm. By the time the sails were reefed and everything made taut, the storm was right over us and it was truly fearful to think on our position.

The wind and sea were rising - the rain was pouring in torrents, and we were standing ankle deep on the deck - all round was total darkness, so much so that the men carried lamps, and save the noise of the elements not a sound was heard (so fully alive were we all to the danger that we gazed on the mighty elements in silence and awe), the Captain having given his last order to see that the portholes were fast and everything prepared for the worst. I could not prevent a feeling of admiration as I stood at the Cabin door watching the lightning as it burst from the Clouds, quivering for a little as if undecided which way it would fly and then flying down on our heads lighting up the ship from stern to stern and then leaving all in utter darkness, while the thunder pealed forth a deafening roar the whole time. The storm passed away without doing any harm, but you can scarcely realise a thunderstorm peculiar to the tropics by what I have tried to sketch.

SABBATH) Nothing of importance occurred during the week. We
26th July) had pretty rough weather and the vessel of course rolled very
to) much, but since my sickness wore off I can enjoy the pitching.
SATURDAY) It is laughable to see the people coming from the Galley with
1st Aug.) their meat on a rough day, hanging on by ropes or anything at
hand to steady themselves, when the vessel would give a sudden
lurch and they would be sent sprawling on the deck with their
soup or whatever they had in hand. Sometimes when a cluster
of young girls and gents would be collected amidships chatting
away very pleasantly the sea would break right over and wet
them all to the skin. The weather is rather colder and I
had to don my blue flannel shirts for heat. The change was
very sudden. We had some sails blown away one night.

was standing on the poop which is
the deck, I was startled by a sound
at going off and on turning round I
saw a fountain, and soon after the
back and tail of a Gramphus. We saw a great many of them
afterwards about 18 or 20 feet long. We were on a parallel
with the Cape on Saturday morning, but in 110°34" West Longitude.

SABBATH) This week has been remarkably boisterous - that is
2nd to) compared with the fine weather we have had - so much so that
SATURDAY) I could scarcely stand on deck, while it has rained a great
8th Aug.) deal, accompanied with nasty cold winds. The sea was breaking
over us almost every two or three minutes, but we were saved
a wetting by being in the Saloon. No one thinks of going
below in such weather because the pitching is so severe and
a tumble every now and again is sure to ensue, while those on
deck are ever on the alert to get out of the reach of the spray
and oftener rush into it than out of it. We have about 2
seconds notice between the time the wave strikes the vessel
and the time it breaks over us. Some spars and stunsail
beams were snapped asunder and the sails blown to pieces. One
of the stewards entertained the Company with a few feats of
Legerdemain on Wednesday night, such as making puddings and
coffee inside an empty hat, and other everyday tricks with
cards and, stale though they were to me, we all enjoyed them much.

SABBATH) We rounded the Cape on Sabbath morning though we
9th to) were in 48" South Latitude. We were as far South as 49°
SATURDAY) and I can assure you I felt it very cold. The wind blew right
15th Aug.) aft the whole week and the sea was running mountains high -
at one time we were on the top of a huge wave commanding a
few for miles around and the next time we were buried in the trough
of the sea with the waves above us to about the height of 80 feet.
It was a tremendous sea, and on Saturday night it struck us so
very forcibly that our compass was sprung. The ship was then
drifting away and the Sea making a complete breach over her
every second and pouring down the Intermediate hatchways in
streams. It was about 12 o'clock and you can more easily fancy
the scene than I can describe it. I ran undraped to the door

that divided our Berths from the Intermediate, and though I had never entertained a doubt of our safety, still I was very uneasy when I beheld the floor covered with water and the women in their night clothes flying about with lanterns in their hands, doing more harm than good. Some were screaming with fright, others were standing crying like children and bewailing their condition, while a few devout Catholics were on their knees addressing some patron Saint for protection. The women sleep at one end distinct from the young men, and as the second Cabin berths ranged alongside of the women's berths in the Intermediate, I could hear their several exclamations, some of which made me laugh, critical though our position was. Another compass was soon procured and all went right again. We had a great many sails blown away and yards broken, but we were still undaunted, though we had a lesson administered to us on the precariousness of life.

A young man in the first Cabin died of consumption on Thursday about noon. The news cast a gloom over the ship for the remainder of the day. At 5 o'clock his body was brought out, sewn up in an old sail with a lump of iron attached to his feet and laid on two planks, one end of which rested on the bulwarks of the quarter deck and the other on the shoulders of two Seamen. The Union Jack was wrapped round the body and was only removed when the Captain and Officers came on deck to perform the funeral rites. The Captain was too much affected to read the service (the young man having sailed with him twice before) and the duty devolved upon the Doctor. The poop and every available place for witnessing the ceremony was filled with spectators, and every one seemed more or less good with our heads uncovered under a westerly wind blowing with apparently great force into the dark blue ocean, as if impatient to receive the body of the dead, the Doctor in solemn accent reading the Church of England burial service, and when he came to the words "We commit his body to the deep", a film overspread my eyes as the sailors poised the end of the plank, and the mortal remains of Mr. Hopkins were swallowed up by the mighty deep. For a moment I was lost in contemplation, and I hope I left the spot a wiser and a better man.

SABBATH) There was little or no apparent change in the weather
 16th to) during the time noted opposite - wind right aft (the direction
 SABBATH) from which it always blows here - heavy sea, torn sails, broken
 30th Aug.) yards etc. We had one or two fine days however. On the
 24th we had an addition to our family in the shape of a Girl,
 while on the Friday following our Cook died of Liver Complaint
 and was buried with the same observances as Mr. Hopkins.
 He fell sick on the third day after we left Liverpool and never
 rose after. We had fresh pork on Sabbath, which caused me a
 severe attack of dysentery, but I got round after a day or two.

TUESDAY) On Tuesday morning about 2 o'clock the Lighthouse
 1st SEPT.) on Cape Otway was descried. A great many had remained on
 to THURS.) deck to witness or rather watch for the happy land. I was
 3rd SEPT.) very glad to learn that land was in sight, but I could not
 think of stirring from my warm bed till the usual time.
 When I went on deck I could distinctly see it - trees or
 scrub nicely pastured, valleys, etc. etc. The Captain asked
 what we thought of it now, to which we replied by presenting
 him with an address - the work of my hands and brains.
 I saw it published in the Argus with my name attached to it.
 We were soon picked up by a pilot and by 7 o'clock p.m. we
 cast our anchor in Hobson's Bay, some 12 miles from our destination

It rained dreadfully hard all night. I packed up my trunks and prepared for going ashore. Another birth of a girl.

On Wednesday we were towed up to Sandridge where I went on shore and took the train to Melbourne, called on my friends, and returned to the Vessel at night. Next morning we were towed up the Yarra and landed on the Wharf with our luggage.. I. Webster was waiting me and conducted me to a lodging.

.....

This is the end of my travels over a vast expanse of water, which I may safely calculate at 20,000 miles considering our circuitous course. The Marco Polo is by no means a fast Sailor, but she is a strong trustworthy vessel and very fortunate. When I landed I was almost a skeleton, but at the time I write (1.Oct.) I am fatter and healthier than I have been for a long time. On my way out I had many pleasant dreams about home and friends, and was always out of humour when I awoke to find where I was. You must be fairly out of patience as well as breath deciphering all this stuff, but its always good to be in practice, for you know not what long letters I may be in the humour to write yet.

I am

My dear Father

Your Affectionate Son

JAS. C. STEWART (sigd.)

It rained dreadfully hard all night. I packed up my trunks and prepared for going ashore. Another birth of a girl.

On Wednesday we were towed up to Sandridge where I went on shore and took the train to Melbourne, called on my friends, and returned to the Vessel at night. Next morning we were towed up the Yarra and landed on the Wharf with our luggage.. I. Webster was waiting me and conducted me to a lodging.

.....

This is the end of my travels over a vast expanse of water, which I may safely calculate at 20,000 miles considering our circuitous course. The Marco Polo is by no means a fast Sailor, but she is a strong trustworthy vessel and very fortunate. When I landed I was almost a skeleton, but at the time I write (1.Oct.) I am fatter and healthier than I have been for a long time. On my way out I had many pleasant dreams about home and friends, and was always out of humour when I awoke to find where I was. You must be fairly out of patience as well as breath deciphering all this stuff, but its always good to be in practice, for you know not what long letters I may be in the humour to write yet.

I am

My dear Father

Your Affectionate Son

JAS. C. STEWART (sigd.)

HINTS TO EMIGRANTS.

Don't bother yourselves with much luggage - it is very annoying. A dozen shirts are quite enough. You can wear coloured ones on the voyage - don't forget a blue thick guernsey shirt for the Cape. Two suits of clothes are quite sufficient. In fact clothing is almost as cheap here as at home. If you bring a large quantity of clothing with you, and you chance to get a situation up the Country, you will have to store your trunks at 1/- a week, as the expense would be so great taking them with you, and you will invariably find your articles stolen when you come to want them, the Storekeepers not being liable for the contents.

Bring a ham with you sufficient for the voyage - eggs well packed so as not to break or rot - cheese - biscuit (not water ones) 4 or 5 pots of jelly - buns - gingerbread, and any other little tasty thing of which you are fond. Bring also some oatmeal and flour if you like, gruel etc., as well as baking soda, brown sugar (several pounds), brandy or whisky - a quarter of a pound or so of good tea or coffee, perhaps a whole pound would be nearer the mark. Pack all these in a box (as small a one as possible) and you can keep it in your berth with the other box, as no objection will be made to that by the Doctor if your mate agrees, and you can easily arrange that. If possible don't let your boxes go into the hold, or they will be tossed and broken very much.

All these things are necessary because, altho' from the Bill of Lading I had plenty of everything, yet when they find them unfit for use. I had to provide myself with all the stock was consumed. I give you a list of prices -

Flour (coarse)	6d a lb.
Oatmeal	3d "
Raisins	1/- "
Currants	1/- "
Lemonade	
Porter & Ale	1/1 per bottle
Whisky	3/6 " "
Brandy	4/- " "
Wines	5/- to 8/6 "
Preserved fruit	2/- a lb

and everything else in proportion. Of course I was a good deal out of pocket, but I could not help myself. I don't know what other vessels may give, but our food was not eatable.