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No 200 Donations
A. The Netherby Gazette

The Netherby Gazette,

A JOURNAL PUBLISHED ON BOARD THE SHIP

NETHERBY,

CAPTAIN OWENS,

BOUND FROM LONDON TO BRISBANE;

CONTAINING AN

ACCOUNT OF THE SHIPWRECK ON THE WESTERN SIDE OF KING'S ISLAND,

IN LAT. 39° 53' SOUTH,

ON THE 14TH JULY, 1866, AND THE MIRACULOUS ESCAPE OF ALL ON
BOARD, CONSISTING OF 452 SOULS, AND A NARRATIVE OF OCCURRENCES
ON THAT ISLAND, UNTIL NOBLY AND HUMANELY RELIEVED BY THE
VICTORIAN GOVERNMENT, AND EVENTUALLY BROUGHT ON TO MEL-
BOURNE BY H.M.C. STEAMERS "VICTORIA" AND "PHAROS."

EDITED BY

MESSRS. H. D. VINCENT AND TOWNSEND,
Saloon Passengers.

W. B. STEPHENS,

BOOKSELLER AND STATIONER,

15 COLLINS STREET WEST,
MELBOURNE.

THE NETHERBY GAZETTE.

"Reason contents me." — "Ex nihilo nihil fit."

THURSDAY, 3rd MAY, 1866.

INTRODUCTORY.

WE now bring before you all the first Number of a Paper which we intend to publish weekly. It is entitled "*The Netherby Gazette*," in honour of the ship in which we are crossing the deep. We have chosen two mottos—the first, "*Reason contents me*," because it is that of the ship *Netherby*, and also as it is very suitable to our position, for we hope our friends will be reasonable, and not expect too much from us, as this is our first attempt to edit a paper. And further, it may be useful to us all if we bear the same in mind, and exercise a reasonable and contented spirit with whatever may befall us when we arrive in the country of our adoption. The second motto is—"*Ex nihilo nihil fit*." This we consider also very appropriate; for if we make an effort to start a paper for the benefit of all on board, with nothing bearing any interest, amusement, or instruction, it would, as a matter of course, die a natural death; but, if we are supported by the community at large, by their endeavouring to the best of their abilities to supply us with the daily gossip, mishaps, and other events, which would afford amusement and instruction to all, we hope to be able to continue the same until our arrival at Brisbane. We must, however, impress upon the minds of those who will lend us their aid, to condense as much as possible the matter they intend to favor us with; for, as all must be written, copied, and re-copied, it will necessarily entail much labor and consume much time. We must further mention that all correspondence containing personal remarks and unreasonable complaints will be strictly rejected; for we do not wish our paper to become the medium of discord, discontent, or the engendering of unpleasant feelings between parties. With these preliminary remarks, we make our bow, and commence our

WEEKLY SUMMARY.

THE ship *Netherby*, one of the Black Ball line of clipper packets, bound for Moreton Bay, Queensland, Australia, left the East India Docks, London, on the 31st March, 1866, commanded by Captain O. Owens, and having on board 303 passengers under the Surgeon-Superintendent, M. H. Webster, Esq. In the evening of the same day she anchored off Gravesend to undergo a final Government inspection. On the 3rd April we left Gravesend at 6 p.m., in tow of the steamer *City of London*, making the best of our way to Plymouth, at which port we were to call, to make up the full complement of our passengers. On the 4th April, at 4 p.m., being off Dungeness, the steamer left us, and, after a pleasant run down channel, we dropped anchor in Plymouth Sound, at 9 a.m. on the 6th April. We remained at Plymouth until the 13th April, when we sailed for our destination, with 413 passengers and 38 sailors as ship's crew, having on board, all told, 451 souls. At the commencement of our passage we encountered adverse winds and heavy cross seas. Passed the Lizard on the 15th April, and the Scilly Islands the same evening, passing to the north of them. During that night experienced strong gales from the W.S.W. and a heavy sea, which made the ship labour considerably, and many of the passengers to wish they had wings to fly back to Old England again.

16th April.—Wind and weather as above.

17th April.—The wind being more moderate, and less sea on, our passengers attempted to make use of their understandings; and, being able to move about without much inconvenience, besieged the cook in his citadel, the galley, and no respite was given him until their craving appetites were fully satisfied, after their temporary fast.

18th April.—Light winds from the S.W.; working to windward. Lat. 49.18 N.; long. 7.2 W.

19th April.—Wind still W.S.W., as if nailed to that point; weather squally. Split foretopgallant sail. Lat. 49.17; long. 9.27 W.

20th April.—Brisk breezes from W.S.W. Carried away martingale. Lat. 46.16; long. 7.44 W.

21st April.—Light winds, S.W. and W.S.W., with frequent calms. Lat. 46.37; long. 8.25 W.

22nd April.—First part, light and variable. At 10 p.m., breeze sprung up from S.E. Lat. 44.24 N.; long. 10.30 W.

23rd April.—First part, strong breezes from S.E.; during the night the wind shifted, in a heavy squall, to the westward. Split some of our sails. Lat. 41.53 N.; long. 13.47 W.

24th April.—Winds W.S.W., S.W., and N.W.; strong breezes, with a heavy cross sea. Working to windward to the best advantage.

25th April.—Strong squalls, with rain; taking in and making sail, according to circumstances; ship labouring heavily. Lat. 40.21 N.; long. 14.43 W.

26th April.—Moderate breezes; wind W.S.W. to S.S.W. Lat. 39.24 N.; long. 14.07 W.

27th April.—Moderate breezes from S.W.; during the night vivid lightning and squally.

28th April.—Strong squalls and rain. Lat. 36.58 N.; long. 12.31 W.

29th April.—Strong winds, and heavy squalls; vivid lightning; S.W. and W.S.W. Divine service was performed in the morning on the poop, and in the evening in the second cabin, the weather being showery. A part of the service was chanted, and hymns were sung, accompanied by the harmonium, which tended much to give it a good effect. A Sunday school was opened this day at 3 p.m.

30th April.—Strong W.S.W. winds, with frequent and dangerous squalls; ship labouring heavily; Porpoises were seen in numbers, some of the sailors endeavoured to harpoon them, but did not succeed; a large whale was also seen. Lat. 35.10 N.; long. 13.19 W.

1st May.—First part, strong winds, W.N.W.; violent squalls with passing showers; at 8 a.m., set all sails; smooth water. Lat. 32.12. N.; long. 15.9 W.

2nd May.—Moderate breezes from W.N.W.; smooth water. Lat. 29.50. N.; long. 14.50. W.

3rd May.—Set all studding sails; passed one of the Canary Islands at a distance of about 8 miles. It was a beautiful bright morning; the houses in the different towns and hamlets, situated on eminences, were distinguished with the naked eye; the majestic Teneriffe could also be seen towering in its splendour, with its snow-capped head above the clouds, over the island of Canaria. The passengers amused themselves, some by playing at quoits, others by pinning pieces of paper on each others backs, with the words:—"For sale, cheap, only 6d.," which latter caused a good deal of laughter. The brass band enlivened us with many sweet airs in the evening, after having been silent for many days. Two flocks of birds were seen flying in Indian file, which gave the appearance of kites with long streaming tails.

DOMESTIC OCCURRENCES.

DEATH.

On the 22nd April, Lucy, daughter of Mr. William and Mrs. Caroline Skerman, aged 4 years.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—Through the medium of your valuable paper I wish to call the attention of all to a nuisance of no slight importance, and, if possible, to seek redress. To-day, by order, somebody's pigs have been placed on deck; the stench arising from these animals is most pestiferous, and needs no description. In London, and, I believe, in other cities and towns in England,

these animals are not allowed to be kept within 30 feet of any dwelling. It is necessary to maintain cleanliness and prevent unnecessary smells; and in our ship of 450 souls we have no chance if disease overtakes us. I feel convinced that steps will be taken to remove this, if you will insert my letter in your paper. I regret that the first number should contain a complaint.

I remain, Sir, Yours,

AN INTERMEDIATE PASSENGER.

April 28.

To the Editor of the Netherby Gazette.

DEAR SIR,—It has come under my notice that it would be a great boon to the safety of the passengers, if the persons who sit on the ladders leading to the poop would confine themselves to one side, and leave the other side free for those who wish to go up and down, without running the risk of hurting themselves or those who are seated.

I remain, Yours truly,

A SECOND-CLASS PASSENGER.

To the Editor of the Netherby Gazette.

DEAR MR. EDITOR,—I am delighted to hear that you have started a newspaper on board our good ship, and intend to conduct it during our passage to Queensland. I shall be happy to assist you in every way in my power, and will send you a weekly report of the sanitary condition of the ship, in which we are all interested. Many on board, and most of our dear friends at home, have most erroneous ideas regarding the life on board; they generally believe it is nothing but a scene of privation, misery, and monotony; in fact, little better than a prison life. It has always been my endeavour to prove that even a voyage across the dreadful ocean can be made pleasant and agreeable. The first and most essential principle to make a shipboard life agreeable and comfortable, is strict discipline; however hard and disagreeable the execution of the many rules and regulations may be to a good many, I hope that every one will bear in mind that we cannot do without discipline, but more especially in our small republic on board, which is confined within so narrow limits, and that all laws are made for the general good. Secondly, our attention must be particularly directed to cleanliness. I cannot impress too much upon you all how very much depends upon the strict submission to all regulations regarding the promotion of health; sickness once located is not easily got rid of, especially in hot weather. Thirdly, the great secret of being happy, is to try to make ourselves contented, cheerful, kind, and obliging to each other; to take an active part in all amusements which may be established; and I can assure every one that at the end of our passage, when we part, possibly to meet no more, all will look back with pleasure on the days spent on board the good ship *Netherby*.

I am very sorry at so early a date, to have to report the death of a little girl in the steerage, from convulsions.

Those of the passengers who have been suffering from sea sickness are recovering, and I hope will continue to improve.

The mean temperature for last week was 56 deg.

Wishing your paper every success,

I remain, dear Sir,

Yours faithfully,

MARSHALL H. WEBSTER,

Surgeon Superintendent.

April 30.

To the Editor of the Netherby Gazette.

DEAR SIR.—I hereby congratulate you on the first issue of the *Netherby Gazette*, and trust that your health and strength will be spared to continue from week to week, the publication of your valuable paper, and that the gentlemen of the Second Cabin, as well as the other passengers, will strengthen your hands by their timely contributions. I am animated with zeal for its success and prosperity, as it cannot fail of being a source of instruction and amusement to the passengers generally; besides cementing them together in mutual friendship, kindness, and good will, as one happy family, whilst sojourning together towards that distant land of their adoption. A summary of the ship's log being inserted in another column, I will not trespass on your valuable space, but merely state, for the information of the passengers, that our good ship is this day in lat. 27.25. N.; long. 15.10. W. Experiencing so much adverse winds in the commencement of the passage is rather discouraging, but I trust that prosperous gales are at our heels, after a salutary exercise of our patience.—Adopting the old adage—"Never despair,"

I remain, Dear Sir,

Yours faithfully,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR.—We regret to hear that a young gentleman, supposed to be closely allied to the noble families of Howard and Brooke, is seriously indisposed. Professional men say it is disease of the tongue, and generally incurable; at all events, the last bulletin announced that it was still wagging.

I am, Dear Sir, yours sincerely,

A GENTLEMAN OF THE SECOND CABIN.

To the Editor of the Netherby Gazette.

DEAR SIR,—Lately the second-class passengers have not been permitted to walk on the windward side of the poop; well, if they could have the leeward side to themselves it would be all right; but instead of that it is blocked up by the school and steerage passengers, so that they cannot move about comfortably.

They dare not go on the fore-castle, for if they did, they would be tied up and have to pay four or five shillings to be let off. They cannot go on the main-deck, as that is occupied by the steerage, so I now appeal to the public, to say where they are to go. I do not wish the steerage invalids to be kept from coming up—far from it—but I do object to a parcel of noisy children and men, who are able to keep down on the main-deck. What is the good of our having paid second-class fare if we are to be as bad, if not worse, than the steerage?—for they seem to go to windward or leeward at pleasure. Even the second cabin itself is not free from them, for I saw one of them having his dinner just inside, and using our plates, mugs, and cutlery, which, I think, is not at all proper. I would not have troubled you with such a long letter, only our liberties are being broken into. At dinner time we have a lot of dirty faces peeping down the skylight, and when they are told to withdraw, they laugh and grin. Hoping that these evils will be cured by giving publicity to them,

I remain, Sir,

Yours obediently,

A SECOND-CLASS PASSENGER.

TO OUR CORRESPONDENTS.

We received a letter from a passenger eulogising the conduct of the crew in the discharge of their duties, and recommending grog to be served out to them. It is our opinion that good conduct and grog seldom go hand in hand. We are authorised by the Captain to say that he will have great pleasure in giving them an extra V.G. when discharged at the end of the voyage, if they continue throughout to merit it.

ED. N. G.

ACROSTICS.

Now my boys come along and join in this song,
Every voice must swell the chorus
To the ship and her freight of faces so bright;
Her name is the Netherby, "hwylus."*
Each passenger bold, come both young and old,
Repeat we are bound for Australia,
Britannia we left, of our friends are bereft,
Yea, adieu to old Albion and Scotia.

Leaving our sweet home in that country to roam,
Is to me a solemn story,
Vivid to my mind my relations so kind,
Each heart at parting sorry.
Rough sea and strong wind on the passage we find,
Peculiar each day our feeling;
On, onward we go, blow high or blow low;
Oh! for hearts to rely on the ruler on high,
Leaving all to His faithful keeping.

O. O.

* A good sailing ship.

I.

Onward the Netherby goes,
With her captain kind and free,
Ever ready to lend a hand to those
Needing help and sympathy.

II.

Oft as we go thoughts fill our mind
With hopes of our future shore,
England we're leaving far behind,
None can tell, and none can know
Shall we ever see her more.

E. J. S.

POETRY.

Oh! sweeter than the sweetest flower
At evening's daisy close,
They will unite with the power
To succour human woes;
And softer than the softest strain
Of music to the ear,
The placid joy we give and gain
By charity sincere.

S. FORD.

CONUNDRUMS.

1. *Why is an umbrella like a pancake?*
2. *Why is sea-sickness like an auction?*
3. *How did Ruth illtreat Boaz?*
4. *If a gentleman wanted to kiss a lady, what newspapers would she mention in her answer to him?*
5. *If a bear went into a milliner's shop, what would he want?*
6. *A Fenian fire how best put out?*
7. *Why is punctuality unnecessary?*
8. *What is the difference between a bad shot and one who beats his wife?*
9. *If a man fell from the third-story of a house, what would he fall against?*

ADVERTISEMENTS.

A SCHOOL for Children was commenced last week. Hours of attendance for Boys, from 10 to 12 a.m.; for Girls, from 3 to 5 p.m. There are also classes, from 7 to 8 p.m., every evening, for Adults, to be held between decks. Those wishing to attend will please give in their names to Mr. Hope Martin, schoolmaster. By order of the Surgeon-Superintendent.

STOLEN, on the night of 23rd April, from the ship's galley, a piece of CORNED BEEF, and a new LINEN TOWEL. Also, on the 24th instant, the Bakehouse was broken into, and TWO LOAVES of BREAD taken. A reward of 1s. 6d. will be given to any one who will give information that may lead to the apprehension of the offenders. Apply to the Saloon Steward.

LOST, between Sunday the 22nd and Monday 23rd April, a GILT PIN, with a fox's head. Whoever will return the same to the Editor of the *Netherby Gazette* will be rewarded.

IT has been found that several EGGS have been taken from the hencoops on the Poop. The person or persons guilty of the same, are requested to return the shells to the Saloon Steward as soon as the contents are consumed, in order that the fowls may be supplied with them for the purpose of forming other shells for other eggs. The materials for forming eggshells having become scarce, the winged tribe have been complaining lately.

ONE POUND REWARD.

ON Tuesday night, the 1st May, an IRON BOX, belonging to John Allen, Constable, was taken out of the single men's compartments, and is supposed to be thrown overboard. The above reward will be given to any one who will give such information as will lead to the detection of the offenders. The Surgeon-Superintendent.

TEN SHILLINGS REWARD.

THE Captain begs to invite the party or parties who have taken a certain quantity of canvas from the store-room, to pay him a visit in his own cabin, where the remainder of the canvas is now deposited. He promises to give the adventurers a warm reception, and ten shillings reward in the bargain.

THURSDAY 10th MAY, 1866.

WE have much pleasure in bringing before the public the second number of our paper. We notice that our efforts to contribute towards the amusement and instruction of our fellow-sojourners by chronicling the events which have transpired, have met with the appreciation anticipated; under such auspices we resume our work with renewed zeal, and trust that if, under God's blessing, we are permitted to reach our destination, and when we reperuse the *Netherby Gazette*, we shall look back with pleasure on the days we passed on board of that ship, and think of all our friends and companions to whom we were so closely united by a life on shipboard!

In one of our columns appears a letter announcing that a company of minstrels, in imitation of the Christy's Minstrels, is being formed for the amusement of all on board, and that their first concert will be held when the Equator is crossed.

SUMMARY OF THE WEEK.

Friday, 4th May.—Moderate breezes, varying from N.E. to S.E.; all sails set; a large vessel was seen going the same way as ourselves. This is now the sixth vessel we have overtaken and passed, and none have outstripped us. If it goes on so we shall have to add another adjective when we allude to our ship, and call her, instead of only "the good ship," "the good clipper-ship *Netherby*." Lat. 25.56 N.; long., 17.52 W.

5th May.—Moderate breezes from North to E.N.E.; trimming sails as required; the saloon passengers amused themselves under the shade of an awning by playing at quoits; a gilt pin, advertised in our last number as lost, was this day returned to the owner by a little girl who found it; a reward of one shilling was given her. Lat. 23.58 N.; long. 20.15 W.

6th May.—Brisk breezes throughout from N.E., it was a beautiful day; Divine Service was held at 11 am. on the poop. We had full service and a very efficient choir; we were happy to see that the attendance was better than the preceding Sunday, though still not so well attended as it should have been. The evening service was held on the poop at 5 p.m. with singing.

7th May.—Fresh breezes and cloudy; some of our steerage passengers amused themselves on the main deck with boxing, and *theseconds rubbed their principals down and fanned them with their hats*; a little sparring went on also on the poop. The second-class passengers amused themselves in the evening by imitating the crowing of cocks, the braying of asses, and the mewing of cats. Some jolly songs were sung by the steerage passengers on the main deck, a number joining chorus. Lat. 18.58 N.; long. 24.8 W.

8th May.—Fresh breezes from N.E. to E.N.E.; at 6 a.m., saw

St. Antonio, one of the Cape De Verd Islands, bearing S.E., distant about 25 miles; a flying fish fell on the deck; a great many of them were seen flying from one spot to another; the band enlivened us with a few airs during the evening. Lat. 16.18 N; long. 25.54 W.

9th May.—Moderate breezes from E.N.E.; the sun shone very powerfully; two windsails were rigged in the fore and after part of the main deck. Lat 13.20 N; long. 25.53.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—I am happy in being able to report better progress this week, having experienced tolerable brisk trades. Our noble clipper has made good strides towards her destination—we are this-day in lat. 10.43 N., and long. 25.26 W. The distance run per log since my last letter is 1250 miles. Hoping to get a quick passage through the variable winds which we are now daily expecting.—I am, Dear Sir, Yours faithfully,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—Having observed in one of the columns of your last number, a letter from an "Intermediate Passenger" with regard to the mansion of Messrs. Piggy & Co., I beg to make the following remarks:—1st. The pig-stye was taken down in order to caulk the top of the house on which it was placed for the benefit of the complainant. 2nd. The pig-stye is washed out every morning quite clean; so that the unpleasant smell complained of may after all proceed not from the pigs-stye, but from the intermediate passenger's own room; let him look well to the corners, behind the chests, &c. 3rd. The pigs are to be removed to their former quarters as soon as the carpenter finishes his work.

I am, Dear Sir,

Yours faithfully,

AN OBSERVER.

To the Editor of the Netherby Gazette.

DEAR SIR,—Allow me to suggest through the medium of your paper that a committee, consisting of one of the passengers from the saloon, two from the second-class, and three from the intermediate and steerage, be appointed to get up amusements for the benefit of all classes on board. I am sure that from specimens of songs and singers which I have heard on board, we should be able to get up first-rate concerts, and theatrical performances. There are also many other amusements which would take up too much of your space were I to enumerate them. I will at any time feel most happy to lend any assistance in furthering this object.

I am, Dear Sir,

Yours truly,

BLUEBEARD.

To the Editor of the Netherby Gazette.

DEAR SIR,—Will you kindly allow me a corner for the insertion of the following remarks. A person subscribing himself "A Second-Class Passenger," has brought our dear wives and children before the world through the columns of your paper, accusing them of occupying the poop steps, which renders our complainant's limbs liable to be dislocated in his endeavours to push his way to the poop. If the said gentleman was to reflect on the hard condition of married women, themselves enfeebled by seasickness, loss of appetite, and sleep, with two or three children hanging about them, cross and crying, he would probably sympathise with the poor creatures. Where can our wives go to, to take a little rest, but on the poop steps, the decks being wet with sea-water, rain, or what not? besides, we always see our wives move out of the way when a gentleman has a wish to pass up or down, and we trust that our little friend is worthy of this distinctive appellation—gentleman. We husbands in the steerage cannot see any grounds for complaint. Live and let live. Again, we find our little friend carrying his spirit of discontent to the poop, when he finds fault with our beloved little children, who, with the permission of the captain and doctor are allowed to collect on the poop to receive instruction gratis. Our hearts overflow with joy and gratitude when we see such care taken of our little children, when we are too poor to pay for their education. All we are able to give is a scanty crust to eat, and something to cover their nakedness. Next, we find our little friend finding fault with the space allotted to him for the exercise of his limbs after the temporal cessation from duty during sleep. But we cannot for the life of us see the reasonableness of this complaint, unless he wishes to monopolise the entire length and breadth of one side of the poop to himself. But, Mr. Editor, what brought our warm blood to our ears was the remark about our children. Should our little friend again observe their dirty faces gazing on a savoury dish, we would advise him to try the experiment of giving them a mouthful each, instead of saucy looks and words. We shall be greatly disappointed if his heart is not made glad by beholding the instantaneous transformation of their dirty faces into that of young angels, and their grins to charming smiles of joy and gratitude.

I am, Dear Sir,

Yours truly,

A VOICE FROM THE STEERAGE.

To the Editor of the Netherby Gazette.

DEAR SIR,—I am very happy to be able to send you a good account of the health of all on board; where there are so many congregated there are always some little ailments; there is nothing of any importance, however, and in order that it may continue so, I would still urge upon you all the necessity there is for cleanliness; and I hope by the time we reach Moreton

Bay I shall be able to report the *Netherby* as a model ship. The mean temperature taken in the different compartments of the ship was last week 72 deg. I have to add that I expect we shall fall in with some homeward bound ships in a day or two, I would advise all, especially those who have left their sweethearts behind to compose their letters at once, and have them ready for the home mail.

I am, Dear Sir,
Yours faithfully,
MARSHALL H. WEBSTER,
Surgeon-Superintendent.

A WORD TO THE SAILORS.

To the Editor of the Netherby Gazette.

DEAR SIR,—I was very much disappointed and grieved last Sunday, when I saw that none of you were present during Divine Service. We always find you at your post of duty, setting and taking in sails with your cheerful Ho-hi-ho, and we always find you civil and kind; but my soul mourneth for you when I think how negligent you are of your own salvation. Your Captain sent an officer to invite you on the poop, and the Captain of your Salvation invites you to enlist under his Banner. He is crying after you, offering a full and free salvation, without money and without price. Why will you be so cruel to your own souls. Remember dear friends that the voyage of life is short; there is not a moment to be lost; the work to be done is so great and important, and eternity is near; never neglect the mercies of grace, for there is neither work nor device, nor wisdom, nor knowledge in the grave, on the brink of which you and I are tottering. Thus saith the Lord, "He that findeth me findeth life, but he that sinneth against me, wrongeth his own soul."

I am, Dear Sir,
A FRIEND TO THE SAILORS.

To the Editor of the Netherby Gazette.

DEAR SIR,—Will you kindly insert in your next number that we have started a company of minstrels, naming ourselves the "Netherby Minstrels," with permission of the Surgeon-Superintendent and Captain Owens. We intend giving an entertainment on the evening we cross the line. A programme will be issued.

Your obedient servant,
GEORGE J. A. EVANS.

A MYSTERY UNRAVELLED.

On the 3rd May, the ship *Netherby*, commanded by the good Captain Owens, was spanking along, with studding sails set, before an eight-knot breeze, one of the Canary Islands on the starboard hand, distant about eight miles, and over that island the Peak of

Teneriffe showing its loftiness; the passengers were amusing themselves on the poop in different ways, when a strange sight struck one and all—a something white at the foot of the mizenmast. On approaching it, it was discovered to be a large white umbrella, held by a person apparently seated, but invisible. The one asked the other who that could be? One carelessly answered, "Oh! it must be some old lady-passenger, who must have come from the island during the night." "Nonsense!" said another, "we have had no communication with the shore." "Let us approach and see," said a third. When one, more inquisitive than the rest, advanced, bent down, and, after having reconnoitered for a time, came laughing back to a group collected on the after part of the poop, and said, "Guess, now, who it is." No one could unravel who the mysterious person was; upon which our inquisitive friend said, "I will tell you by a riddle. A quadruped which supplies us with milk, and a measure about 27 inches long." If you cannot guess that, take this acrostic:—

O stands for an animal most useful to man,
 O stands for a bird very ugly to scan,
 W stands for a being who all men do prize,
 E stands for a thing from which chickens arise,
 L stands for a language now called the dead,
 L is a letter that follows K, it is said.

If the first letters of the above six lines are taken, the holder of the white umbrella cannot be mistaken.

POETRY.

A FUNERAL AT SEA.

How sad the scene, how mournful to the sight!
 Gloom fills each heart, as darkness fills the night.
 A few short days ago the child had breath,
 Now captive in the icy grasp of death;
 Her coffin lies upon the deck, and meets the gaze of all,
 The Union Jack is o'er her spread, and forms her only pall.
 Amid the solemn silence, in fervent earnest prayer,
 A sad and tearful voice is heard by all assembled there,
 And then committed to the deep in words so stern and grave
 The little dear one's corpse is plung'd beneath the tossing wave.
 How sad to think the mother's darling one
 Can ne'er be seen again: no little stone
 Or grassy mound to mark her resting place,
 But down in ocean's depths, where not a trace
 Is ever seen again by those who loved her well,
 Nor evidence the least her whereabouts to tell
 Amidst the tangled seaweed and shells of lovely hue.
 Deep in the dark blue sea she rests hidden from every view.
 A sadness all the ship pervades—no laugh is heard;
 All know death's call can never be deferr'd,
 We must again return into our native dust;
 The young may die, the old 'tis certain must.
 May God protect that one who gave the dear child birth,
 And in her breast so sad, with love supply the dearth;
 And let us all remember on the ocean or in port,
 The fact that death is certain, also that life is short.

M. H. W.

ACROSTICS.

Do Thou, O Lord, descend and dwell
 On board our noble ship,
 Command the helm, and guide her course
 Throughout her tedious trip.
 Oh ! grant this blessing on us all,
 Renew our hearts with grace,
 We then shall praise thee, great and small,
 Each day throughout our race ;
 Bestow thy spirit from on high,
 Send down the heavenly dove,
 To-day, oh hear our humble cry,
 Each soul on board on Thee rely ;
 Refresh us with Thy love.

O. O.

Now Lord may this our vessel be
 Ever a temple raised to Thee,
 There is none but Thou canst hear its bell,
 Help therefore all who in her dwell ;
 Ever may yonder mighty dome
 Ring with the hymns we learnt at home ;
 Be with us lest the foaming wave
 Yet wildly toss above our grave.

M. H. W.

CONUNDRUMS.

Answers to the Conundrums in our last Number.

1. Because it is seldom seen after Lent.
2. One is the effect of a sail, the other the sale of effects.
3. She trod on his corns and pulled his ears.
4. No *Spectators*—no *Observers*—but as many *Times* as you please.
5. Muslin.
6. A cold-stream.
7. Because the soul of business, therefore immaterial.
8. One misses his mark, and the other marks his misses.
9. Against his will.

1. What disease brings most sympathy ?
2. Suppose a man hates his wife and beats her, why is she not likely to have the small-pox ?
3. What is most like a hen stealing ?
4. Why is the *Netherby* like the letter T ?
5. Why is a sow called a sow ?
6. What would an old woman be like in the middle of the sea ?
7. Why is a good wife like a pine apple ?

ADVERTISEMENTS.

WANTED—The Cap belonging to the Peak of Teneriffe

WANTED—The name of the Tailor who dressed out the Heavy Swell that has been following the ship for several days

WANTED—A good many people who know when they are well off.

WANTED—The Chair that the Sun sets on.

FIVE SHILLINGS REWARD will be given by James Welbourne to any person who will bring a PURSE containing money which was LOST on Tuesday, the 7th inst. to No251 Steerage.

THURSDAY, 17th MAY, 1866.

We appear before our friends under some disadvantage this time, as we have not been so well supported with contributions. From the interest generally accorded to our paper, we are convinced that the reason assistance has not been rendered us so fully this week is to be attributed to a dearth of matter rather than to a want of sympathy. We trust our friends will exert themselves, and supply us for our next issue with something that will interest and amuse the community on board.

WEEKLY SUMMARY.

10th May.—Sultry weather; wind unsteady, from the eastward. The ship being very steady, the ladies of the saloon were persuaded to take some exercise in the way of dancing, and there being an equal number of gentlemen to form a full set of quadrilles, the services of our small band, consisting of a bombardon, cornet, and drum—the first performed upon by Frederic Skerman, the second by William Skerman, and the third by John Evans, all from Enfield, and while in England attached to the band of the 41st Middlesex Rifle Corps—were called into requisition. Dancing was continued until 9.30 p.m. Lat. 10.44 N.; long. 25.26 W.

11th May.—Sultry weather. Wind E. to E.N.E.; smooth water. Boating carried on in different parts of the ship. Lat. 8.27 N.; long. 24.39 W.

12th May.—Light winds from the eastward. Smooth water. Lat. 6.30 N.; long. 23.40 W.

13th May.—Squally from the eastward, with frequent showers of rain. Divine service was held on the poop morning and evening. Very poorly attended. Lat. 5.5 N.; long. 21.52 W.

14th May.—Variable light airs and calms. Sighted several ships, one bound to the northward, distant about five miles. The port life-boat was lowered to exercise the crew; when the boat returned, some of the passengers went in her to have a row and swim. During her absence the Captain and Doctor decided upon sending the starboard life-boat with letters to the ship bound to the northward; this decision caused great consternation on board, and set all busy bringing their letters to a close. The boat had just started on her mission, when the port life-boat returned, and as the letters of those in that boat were left behind, they determined upon endeavouring to overtake the mail-boat, little thinking the laborious work they were undertaking, for the sun shone powerfully, and they had forgotten to take water with them. On the return of both boats we learnt that the mail-bag was placed on board the Dutch barque *Cornelia Adolphine*, from Batavia, bound to Amsterdam. One of the passengers

purchased a monkey from a sailor on board the Dutch barque, who, on his arrival was formally introduced to all the youngsters on board. The first-class passengers had another dance this evening. Lat. 4.39 N.; long. 22.25 W.

15th May.—Light variable winds, and frequent calms, with occasional showers. Signalised the barque *West Wind*, from Liverpool to Madagascar, out 35 days. A shark was caught. Lat. 4.0 N.; long. 22.5 W.

16th May.—Variable winds, and frequent calms of short duration, and passing showers. Latter part, light breezes from the eastward. Dancing was resumed this evening. Lat. 4.0 N; 20.1 W.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—I have to report another week's progress, which is on the whole fully up to my expectation. The ship continued to make good her course, with steady winds from E. and E.N.E., as far as lat. 4.45 N., which is very unusual at this season of the year. During the last three days we have had variable winds and frequent calms, temporary squalls, with slight showers of rain. By all appearances, we are on the northern border of the S.E. trade winds. Let those who complain of the suffocating heat exercise their patience and powers of endurance a little longer, and ere another week will have elapsed I expect to be 1,000 miles southward of the equator, where we shall find a climate to suit every constitution. The good ship is this day in lat. 2.28 N; long. 20.30 W, having run per log since my last letter a distance of 732 miles.

I am, Dear Sir,

Yours faithfully,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—The general health on board is, I am happy to say, very good, although the weather has been rather warm during the present week. The people have kept up wonderfully well. A cheerful disposition, with a determination to make the best of everything during our long sea voyage, is of great help to the doctor. I have much pleasure in informing you that we have had an addition to our population, and that the mother and son are both doing remarkably well. The mean temperature for the last week was 84 deg.

I am, Dear Sir,

Yours faithfully,

MARSHALL H. WEBSTER,

Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—As the time is drawing nigh for the visit from Old King Neptune, for the purpose of shaving such of the passengers and crew who have not crossed his railing before, I take this opportunity of advising the male portion of our little community to come to me and get that operation performed in a more agreeable manner, as they will find that No. 3 is anything but easy shaving.

I remain, Dear Sir,

W. HUSSEY.

N.B.—Hair cutting on the best principles of phraseology.

POETRY.

THE SEABOY'S FAREWELL.

Await ye winds while I repeat
A parting signal to the fleet,
Whose station is at home.
Then waft the seaboy's simple prayer,
And let it oft be whisper'd there,
Whilst other climes I roam.

Farewell to father, reverend hulk,
Who, spite of metal, spite of bulk,
Can soon his cable slip.
Oh! may our God, whose name is love,
Ever his mainstay constant prove,
And safe in convoy keep.

Farewell to mother, first-rate she,
Who launch'd me on life's stormy sea,
And rigg'd me fore and aft.
Oh! long may He her timbers spare,
And keep her hull in good repair
To tow the smaller craft.

Farewell to sister, lovely yacht,
Whether she will be manned or not
I cannot yet foresee.
May some good ship a tender prove,
Well stored with freight of peace and love,
And take her under lee.

Farewell to James, the jolly-boat,
And all the little craft afloat
In home's delightful bay.
Oh! may they follow in the wake
Of mother's track, for her dear sake,
And keep their luff away.

Farewell to all on life's wide main,
Perhaps we ne'er may meet again,
Through stress of stormy weather;
But, summoned to the courts above,
Be harb'our'd in the port of love.
And all be moored together.

ACROSTICS.

Merrily on the good ship goes,
 Health and happiness in her track;
 When sickness is ever inclin'd to come,
 Energetic the Doctor to drive it back;
 Be all to him both kind and true,
 Since he will do so much for you;
 The man whose skill can make us well
 Ever should our regard compel.
 Remember this, and ever be
 Sincere to our Doctor of the *Netherby*.

CONUNDRUMS.

Answers to the Conundrums in our last Number.

1. The small-pox, because you are sure to be pitted (pitied).
2. Because he whacks-and-'ates her (vaccinates).
3. A cockrobin (cock robbing).
4. Because she is in the midst of water.
5. As-how-it-is (a sow it is).
6. Like to be drowned.
7. Because it is an agreeable compound of sweet and sour.

Why is a French cat like an old fashioned arm chair?—
 Because it has four legs.

Why should the letter T be avoided?—Because it is the beginning of trouble.

What is that which has a mouth but never speaks, and has a bed but never sleeps?—A river.

Which travels fastest, heat or cold?—Heat, because you can catch cold.

Why was there no postage label in Henry VIII.'s time?—
 Because a Queen's head was not worth a penny.

When is a lady like a parcel?—When she is in a wrapper.

Why would it be a bad policy to allow our captain to get into your debt?—Because he is always Owen (owing).

What is the difference between a cow and a broken chair?—
 The one gives milk and the other gives way (whey).

ADVERTISEMENTS.

THE NETHERBY MINSTELS present their respectful compliments to the public, and hereby inform them, that they intend to give their first Concert on the evening of Monday, the 21st instant, on the Poop. Doors to open at 7.30. Performance to commence at 8. Carriages to be ordered at 11.30. The public are particularly requested not to join in the choruses.

FIVE SHILLINGS REWARD.

LOST, a GOLD RING, with a white stone. Whoever will return the same to James Crocker, No. 116 Steerage, will receive the above reward.

DOMESTIC OCCURRENCES.

BIRTH.

On the 14th instant, Mary, wife of Mr. Robert Nally, of a son.

THURSDAY, 24th MAY, 1866.

HAVING crossed the line since our last issue, we produce our fourth number by giving a prominent place to the interesting ceremonies attendant upon the visit of King Neptune to our ship.

On Thursday evening, the 17th inst., at 8 p.m., King Neptune's barge was seen approaching by a sailor on the look-out in the main-top, which was hailed in due form, and when she was supposed to be alongside, a gun was fired in honor of his Majesty. Shortly after, his Majesty's barber, and an attendant, most fantastically dressed for the occasion, came up to the poop, and announced to the Captain that his Majesty, being indisposed, from the circumstance of one of the ribs of a whale having stuck in his gizzard the day before, could not come himself, but had sent a deputation to inform the Captain that he would honor the ship with a visit the following day, to see if there were any on board who had not crossed his domains before. At 2 o'clock on the 18th, his Majesty, accompanied by his Queen, arrived, under the usual salute; and, having entered their carriage, drawn by six horses, proceeded from the fore-castle to the poop, headed by a band of musicians, playing the grand march of "See the Conquering Hero comes." The carriage was followed by his Majesty's barber and attendant, then came a strong police force, and last of all those who had not crossed his domains before. As soon as the procession reached the ladder, his Majesty and Queen descended from the state carriage, and, accompanied by his retinue, marched upon the poop, passing the lee side, preceded by his standard-bearers, having the royal standard, with the words "Neptune, King of the Sea," inscribed thereon, suspended upon two poles. Next, his Majesty and royal Consort, dressed in the fantastical robes peculiar to his Oceanic Majesty and Court, the King wearing a long beard, which quite concealed his face, so that a particular description of his phiz cannot be given. Next in order came his barber and attendant—the former carrying a ponderous razor on his shoulder, of exquisite workmanship; and the latter, a latherbrush of equal proportion, which showed that they were in earnest about having their work effectually performed. Next in order came his Majesty's body-guard, who were marshalled on the weather side of the poop, and presented a formidable appearance. Without much ceremony the King announced his intention of shaving and scrubbing those who had not passed before through his dominions, and to exact the tribute he was entitled to from time immemorial. The Captain addressed his Majesty in suitable words, congratulating him on his happy recovery, after undergoing the operation of having the whalebone extracted from his gizzard; and offered his Majesty some refresh-

ment, which his Majesty politely declined, as he had already swallowed a shark since the morning. His Majesty, Queen, and suite, after bowing to the Captain, returned in the same order to the state carriage, and proceeded towards the fore-castle. The royal vehicle was halted on the fore part of the main deck, where his Majesty could overlook the proceedings, and satisfy himself that his barber and assistants performed their duty in accordance with prescribed rules. The first victim was the ship's butcher. He was laid hold of by two of his Majesty's suite, and brought to the barber and attendant, who stood on an eminence; he was then lathered with a yellow liquid, composed principally of peas. Questions were put to him during this operation; and, on opening his mouth to answer, the yellow liquid was poured in. He was afterwards shaved, and then handed over to two others, who stood a little lower. These, before he knew where he was, tumbled him, heels over head, into a large sail, containing a quantity of sea-water, and there thoroughly dipped, scrubbed, and washed, by two others, who were there to receive him. Thus ended the operation. Twenty more were served in the same way. It is extraordinary the wonderful effect the process had on the appearance of some of them. The ship's butcher, the following morning, whilst attending to the fowls and ducks, was accosted by the Captain, and asked why he was acting for the butcher? He answered, laughing, "I am the butcher, sir." He looked so clean, he was not recognised. At 8 p.m. King Neptune and suite took their farewell of all on board, after having granted permission to the Captain to continue his course to the southward; and, wishing us a pleasant voyage, descended into his barge, under the usual salute.

WEEKLY SUMMARY.

17th May.—First part light breezes from the eastward, gradually drawing to the E.S.E. Latter part, steady breezes from the S.S.E. Braced sharp up. We have now entered into the S.E. trades after experiencing variable winds for three days only, between the parallels of 5.0 and 3.30. N. Lat. 2.28 N.; long. 20.30 W.

18th May.—Moderate breezes from S. by E.; all sails set. One of the passengers who slept on the poop, on awaking in the morning, and looking into his mirror, discovered he was another person—for when he went to bed he had a white face, and now a black one. Some jokers had blackened his face during the night. Lat. 0.3 S.; long. 22.18 W.

19th May.—Fresh breezes from S.E. to E.S.E. A heavy southern swell. Lat. 3.28 S.; long. 24.20 W.

20th May.—Fresh breezes from S.E. to E.S.E. Heavy swell from the southward. Divine service was held on the poop morning and evening; the chanting and singing very good, and the attendance fair. Lat. 7.21 S.; long. 24.43 W.

21st May.—Fresh breezes from the southward; continued

heavy swell. The ship rolling considerably. Many of the passengers sea-sick. At 3 p.m. the Netherby Minstrels gave their first concert on the poop, which went off very satisfactorily. Lat. 11.24 S.; long. 25.6 W.

22nd May.—Fresh breezes, with a clear sky; smooth water; the evening was most delightful; the moon shining bright, and the air much cooler than we have had it for some time. Lat. 15.11 S.; long. 25.46 W.

23rd May.—Light variable breezes and slight showers of rain; smooth water; the first-class passengers had a dance this evening. Lat. 17.49 S.; long. 25.12 W.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR.—I have again the pleasure of sending you a favourable report of the health of our fellow passengers, and now, that we have crossed the Line, we may expect soon to be in cooler weather, which will brace up all those who may have felt the heat much during our passage through the tropics.

I was very much pleased with the concert given by the *Netherby Minstrels* last Monday, and I think they deserve great praise, considering the difficulties against which they have had to contend. I hope they will favour us with another concert soon; I was also, much pleased with the excellent order kept by the audience.

The mean temperature for the last week was 86 deg.

I remain, yours faithfully,

MARSHALL W. WEBSTER,

Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—The approach of Thursday reminds me that another week of our short pilgrimage is gone; its days and hours reckoned with the days and hours before the flood; gone with its actions, words, and thoughts, beyond recall. Gone, but not lost—no! the very movements of our hearts are, at this moment, indelibly engraven upon the rocks of eternity. During this short interval of seven days our ship has crossed the Equator into the Southern hemisphere, after having had to pay Neptune his customary honours and tribute. We have been very fortunate in our quick passage through the variables; indeed, much quicker than I had anticipated; and the health of our passengers, it appears, by our good Doctor's report, did not materially suffer. The ship is now in the climate that cannot fail to please everybody, and suit every constitution, being in lat. 19.39 S.; long., 24.09 W., drawing towards the southern limit of the S.E. trades; having made, per log, since my last report, 1,424 miles, and 1,180 miles to the S. of the Equator.

I remain, Dear Sir,

Yours faithfully,

O. OWENS, Commander.

POETRY.

THOUGHTS AT SEA.

Once more at sea, what thoughts now arise,
 As around me I view but the ocean and skies ;
 Oh ! let me consider them, each one as they come,
 And tell them in verse, so speaking yet dumb.
 Once more on the sea, so far from our home,
 What induces such numbers this distance to roam?
 Many years may now pass e'er they next see again
 Those scenes and dear faces they left o'er the main.
 Far out on the sea, yet lately so near
 To those we loved best, so prized and so dear ;
 We know that they pray we in safety may roost ;
 With such friendship as this, are we not truly blest ?
 While on the blue sea, we'll think kindly of those,
 And never forget them till life's scene shall close.
 Wherever we roam still faithful we'll prove ;
 Our hearts shall still yearn for the dear ones we love.
 On the restless ocean, with danger so fraught,
 In navigation we all are unlearned and untaught.
 So we'll trust in one Captain, and brave gallant crew—
 The many for aye must confide in the few.
 Once more on the sea, now safely we ride,
 Yet who can foretell what woes may betide.
 The waves, now so calm, may rise mountains high,
 The elements may war in the now cloudless sky ;
 Then on the wild sea, all white with the foam,
 How vainly we'd wish for the comforts of home.
 Our faint hearts, which once for a sea life did burn,
 For the much despised land and its safety would yearn.
 Yet, out on the ocean, so boundless and wide,
 With God for our helmsman, how safely we ride.
 With faith so unsullied, in him we'll repose,
 And this thought, best of all, brings our verse to a close.

M. H. W.

 ON SEEING A WOMAN HANGING OUT CLOTHES WITH A SHORT
 PIPE IN HER MOUTH.

You little dingy, dirty slattern,
 Whoever set you such a pattern ;
 For such a low disgusting habit,
 I'd flay you as I would a rabbit.
 How can your clothes be clean and sweet ?
 Who but yourself would like a sheet
 Dried and scented in tobacco ?
 It would do for Poles in ancient Cracow.
 The Turkish ladies in the harem,
 Such habits, if they choose to wear 'em,
 But never English thrifty wife,
 Would waste a moment in her life
 Making her mouth a chimney pot.
 Inhaling smoke, to puff it out ;
 You never would have known the want of it.
 Lay down your pipe, Jane, I am not joking,
 A woman's mouth's not made for smoking.

A SWARM OF BEES WORTH HIVING.

B patient, B prayerful, B humble, B mild,
 B wise as Solon, B meek as a child,
 B studious, B thoughtful, B loving, B kind,
 B sure you make matters subservient to mind,
 B cautious, B prudent, B trustful, B true,
 B courteous to all men, B friendly with few,
 B temperate in argument, pleasure, and wine,
 B careful of conduct, of money, of time,
 B cheerful, B grateful, B hopeful, B firm,
 B peaceful, benevolent, willing to learn,
 B courageous, B gentle, B liberal, B just,
 B aspiring, B humble, because thou art dust,
 B penitent, circumspect, sound in the faith,
 B active, devoted, B faithful till death,
 B honest, B holy, transparent, and pure,
 B dependent, B Christlike, and you'll be secure.

Use gentle words, for who can tell
 The blessings they impart;
 How oft they fall—as manna fell—
 On some nigh fainting heart.

In lovely wilds, by light-wing'd birds,
 Rare seeds have oft been sown;
 And hope has sprung from gentle words
 Where only grief had grown,

O. O.

ADVERTISEMENTS.

Mr. JACKO HANS presents his respectful compliments to the ladies, gentlemen, and children, on board of the ship *Netherby*, and begs humbly to communicate to them that he was transhipped, on the 14th inst., from the Dutch barque *Cornelia Adolphe*, to this ship. Not being possessed of ready money, and having no land order with which he might eventually pay his passage to Queensland, he was placed in an awkward predicament, but the unprecedented generosity of the Captain and Doctor, removed that difficulty, by granting him a free passage to the land of promise. He begs further to tender his thanks most heart-felt to all on board; for the cordial reception they gave him on his arrival; he believes he observed admiration and love depicted on every countenance that came within his view. Whether his pretty face, his beautiful figure, or his long tail, was most admired, he has not yet heard, although he cannot refrain from adding *en passant* that in his own country, his pretty long tail was most admired by his country females. He feels himself placed under very great obligations for so unanimous a feeling displayed in his favour, and also for the kindness of his friends, in having a domicile built for him, treating him with all the nice tit-bits and delicacies procurable on board; and last, but not least, with an abundant supply of water.

Desirous of showing his gratitude for the numerous favours showered on him, he has been keeping his weather eye open, in order to observe in which way he could make himself most useful

to the community on board. He has at last discovered that he could bring into utility, one of the peculiarities of nationality, character, or instinct, which nature has accorded to his species; and now comes forward to publish the same. He begs most humbly to offer his services *gratis* to Mothers, whose children may have comfortably lodged on their heads that troublesome animal called a L——e. He will undertake to catch them systematically, without causing any pain to the parties operated upon, on this condition only, that he may be permitted to do as he pleases with the little dears after they are caught. For further particulars, please apply personally to Mr. Jacko Hans, at his domicile, situated on the third thwart of the port life-boat, or by letter, to his Patron, Mr. G. R. T., No. 10 Second-class Passenger.

LOST.—A PILLOW (feather), it was left on the grating near the wheel. Any person returning the same to the Second-class German Steward will receive One Shilling Reward.

LOST.—A left foot WELLINGTON BOOT, three or four days ago. It was lying with its fellow on the grating near the wheel. Whoever finds the strayed boot, please give it to the Second-class German Steward.

WANTED.

A NURSE that thoroughly understands waiting on a feeble person. She must be competent in all her duties; she must not be younger than 25 years of age, good looking, and must be very clean. Wages, £2 a year. Address, No. 9 After Saloon Cabin, between 7 and 8 a.m.

THURSDAY, 31st MAY, 1866.

THE only occurrence of any consequence that we can bring under the particular notice of our readers which has occurred this last week, is, we regret to say, one of a very heinous nature, being an infringement of the Eighth Commandment.

Some person or persons actually stole some coffee, which had been handed to the cook to be prepared for the use of our hard-working sailors. The cook had to leave the galley for a few minutes to look after something else; advantage was taken of his temporary absence, and the coffee purloined.

This is shameful; especially to rob those who are obliged to be exposed to all weathers, and require something to warm them from time to time. We trust we shall not be again placed in the position of having to record similar infamous practices.

WEEKLY SUMMARY.

24th May.—Light breezes from E.N.S., with smooth water. At 8 a.m. the Ensign was hoisted in honour of its being the anniversary of our most gracious Queen's birth-day. Great preparations were made by the second-class passengers in their dining apartment to do honour to the auspicious occasion. The Captain and Doctor very kindly allowed those gentlemen fresh meat and dessert for this day, accompanied with wines, &c., to drink the Queen's health. If the Queen's health depended upon the number of glasses quaffed by those subjects of her Majesty, she must have been that day in most robust health. Some of our neighbours had even mistaken the skylight for the door, *in honour* of her most gracious Majesty. Lat. 19.39 S.; long. 24.09 W.

25th May.—Light breezes from E.N.E.; all sails set. Lat. 20.47 S.; long. 22.27 W.

26th May.—First part light breezes from N.E.; during the night the wind shifted to the S.W., with slight showers of rain and occasional calms. Some Cape pigeons were seen for the first time. Two whales were also seen, one very near the ship. Lat. 21.31 S.; long. 21.41 W.

27th May.—Squally from the S.S.W.; took in the necessary reefs. Divine service was held on the poop both morning and evening; attendance small. The music was improved by the strains of a flute. Lat. 21.16 S.; long. 20.40 W.

28th May.—Fresh breezes varying from S. by W. to S.S.E. and S. Lat. 20.13 S.; long. 17.26 W.

29th May.—Moderate breezes from S. to S.S.E.; a heavy swell from S.W. Lat. 20.17 S.; long. 15.30 W.

30th May.—Variable winds from S.S.E. to S.S.W. Lat. 21.13 S.; long. 17.7 W.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—It affords me much pleasure to report that the general health of all on board our good ship *Netherby* still continues very satisfactory. I think it proper to mention here, that throughout the ship generally my instructions as to cleanliness are very well observed, and this is one reason why the ship has been so healthy during our passage through the tropics. As we have every reason to expect soon to be in cold weather, I beg earnestly to impress on all the necessity of having warm clothing ready, and especially mothers of children. The mean temperature taken in the different compartments of the ship was, last week, 83 deg.

I am, Dear Sir,
Yours very truly,
MARSHALL H. WEBSTER,
Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—As our week's work has been exceedingly small, it is not meet that I should write a long letter. The ship made her distance, per log, 770 miles during the week, notwithstanding I can only quote 350 miles in the proper direction since your last publication. But the wind, to-day, seems inclined to draw gradually to the S.E. which will enable us to make better southing.

Another week, I trust, will bring us to the region of westerly winds, which will waft us along speedily towards our destination. Our latitude to-day is 22° 31' S.; long, 19° 6' W.

I remain, yours truly,
O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—I have heard that some evil-disposed person, or persons, have thrown overboard a chair belonging to Mrs. Grimes, on Saturday night last; but I sincerely hope that the report is not true. Is it possible that we have here, on board of the *Netherby*, a person fallen so low in moral degradation, as to carry his vindictive feeling so far, that he would wantonly and maliciously deprive a person in delicate health of any source of comfort whatever? If such, indeed, be the case, such person, whoever he may be, deserves to be hooted and hissed from civil society, as being unworthy the name of man; the devil himself can fall no lower. Martin Luther was of opinion that there were, in his time, creatures wearing the forms of human beings, but begotten of the devil, who always delighted in the misery of mankind, and nothing grieved them so much as to see people happy. If he was

correct in his opinion, I think of a truth one of them at least as paid us a visit, and seems to delight in doing mischief *for its own sake*. The same spirit which animates that miserable being, as prompted him, or one of kindred feeling, to break the lock which was attached to the letter-box in the forepart of the poop, annoyed, I suppose, at the idea that the *Gazette* was a source of amusement to any of the passengers. I trust that the unprincipled, spiteful, worthless being, will be made known ere the passage is over, that the passengers may behold, if not a demon in human flesh, certainly a thing that is very nearly allied—a person without a particle of moral rectitude, devoid of conscience, and all sense of right and wrong—an object to be shunned and pitied.

I remain, yours truly,

A CORRESPONDENT.

To the Editor of the Netherby Gazette.

DEAR SIR,—In your issue of the 24th inst., I noticed an advertisement from a feeble person, residing at No. 9, Saloon. Having been out of employ for some time, and wishing to get something to do—although the terms did not exactly suit me—I thought I might as well call to see whether I could obtain any information from the neighbour's servants what description of person this feeble old lady was, whether troublesome and exacting, or patient and kind, and whether if she possessed the latter qualities I could persuade her to increase the salary. I did so, and knocked at No. 9, and to my astonishment, instead of seeing a feeble old lady, I found a bearded young gentleman lived there. Now, Mr. Editor, only fancy what a painful position a modest young woman has been placed in through the stupidity or carelessness of your compositors. I wish you would just box their ears for them, and let me know the true number.

I am, Dear Mr. Editor,

Your obedient servant,

ANNA MARIA ———

NOTE BY THE EDITOR,—We beg leave to state that the error made in the address of the old lady, was a mistake made by the advertiser herself.

From our Special Correspondent.

Last Saturday evening was the opening night of a Music Hall situated in Lower Steerage-street. Your S. C. who was provided with a season ticket, jumped into a Hansom; after ten minutes fast driving, pulled up at the door of a magnificent building, which the cabman informed me was the "Netherby Music Hall," but being dimly lighted outside, I could not distinguish the style of architecture. However, I made the best of my way through a long corridor which by the way was thronged with people playing cards, dominoes, and other games. Upon entering the hall, your S. C. was much struck (although not hurt) with the splendour of

the decorations and the aristocratic appearance of the audience, and I do not know whether to praise the quality of the wines, or the civility of the waiters most.

And now began one of the finest concerts your S. C. ever had the good fortune to attend. Comic singers were there in abundance, and each vied with the other as to who should gain the most applause. The sentimental and ballad singing was very good. The chairman, who seemed to work very hard, made several attempts to relate a story of a certain old woman who wore a red night-cap; but it appeared as if the audience had heard it before, and did not care to hear any more of it; he eventually gave up in despair. The harmony was kept up until about ten o'clock, accompanied by a band composed of numerous performers, when the national anthem was sung by the company, the audience joining in the chorus. Thus ended the first concert in the New Music Hall.

W. H.

POETRY.

WHAT ARE THE WILD WAVES SAYING?

What are the wild waves saying, as they break into snowy foam?
 They tell me of bright things which gleam hid away in the mermaid's home.
 They tell me of glistening pearls, and rainbow colour'd shells,
 And the coral which forms the wall of their treasure-caves and cells.
 They speak of the starry gums, and the beautiful burnish'd gold,
 All shining so bright in the stillness, and forming a wealth that's untold.
 They tell me how often they've roll'd over cities of world's gone by,
 Where strange monsters now chase each other thro' the halls of revelry;
 Where the seaweed hath o'ergrown the palace, and shut out the light of the
 day.
 And where once the fair maiden wander'd, now they dash in their scornful
 play.
 And I hear the wild waves whispering of hearts so noble and brave,
 Who trusted the treacherous ocean, but found only a watery grave.
 They hear not the booming waters—no thunder can now break their sleep,
 So calm and so quiet they lie far below 'neath the run of the deep.
 And again the wild waves whisper how they sweep o'er proud manhood's
 head;
 How they play with the bright locks of youth, and dark tresses of maiden's
 just dead.
 And they tell me of dear friends at home, whose hearts for the missing ones
 yearn,
 Little knowing the wanderer's fate—that they never again can return.
 As the wild waves cease to whisper, I think of the days gone by,
 When I've sail'd in other ships, and other dear friends were nigh;
 And I wonder what has become of them—if they ever think of me,
 Who sail'd with them round the world—through the storms and the calms of
 the sea.
 And I think of those we buried, with whose memories our bosoms yet glow,
 And pray that their spirits before us have fled to that land which no mortal
 can know.

M. H. W. S. S. 452

CONUNDRUMS.

Why are old maids like sour oranges?—Because they are not worth squeezing.

When do we have an exhibition of cannibalism?—When a rash man eats a rasher.

Which is the most wonderful animal in the farm-yard?—A pig, because you first kill it, and then cure it.

Why is Berlin the gayest city in the world?—Because it is always on the Sprée.

Why do you never expect to see a tailor at home?—Because he is always cutting out.

What does a nigger do when his father dies?—He goes a black burying.

ADVERTISEMENT.

WANTED.—An Apprentice to learn the elegant and scientific art of hair-cutting and shaving in all its branches, including wig and whisker making. A premium required. Salary nothing for the first year, to be doubled the next, and so on until the expiration of his time. Address—W. Hussey, ship's hairdresser.

WANTED.—A Biscuit Crusher, also a biscuit pudding maker. Good wages given to steady workmen. No others need apply. Address, No. 3 Hatchway of the Netherby Road.

WANTED.—A Corned Beef Curer, also a Good Bone-Picker. Both men must be very handy and useful. Address, Single Men's Hotel.

DOMESTIC OCCURRENCES.

BIRTH.

On the 29th instant, the wife of Mr. John Hanua, of a daughter

THURSDAY, 7th JUNE, 1866.

SUMMARY OF THE WEEK.

31st May.—First part, moderate breezes from the southward; middle part, squally; and latter part, strong breeze from S.S.E. Heavy swell from the southward. Lat. 22.31 S.; long. 19.6 W.

1st June.—Strong breezes from S.S.E.; heavy southern swell; ship pitching heavily; mollyhawks were seen for the first time. Lat. 24.59 S.; long. 20.1 W.

2nd June.—First part, light breezes from the eastward; mid-night, light, and smooth water; noon, moderate breeze from E.N.E. Cape hens and pigeons made their appearance. Lines, with hooks at the end, and tempting pieces of pork affixed, were thrown out, but they appeared to be wide-awake, and preferred other food. Lat. 26.24 S.; long. 19.3 W.

3rd June.—Moderate breezes from E.N.E.; smooth water, and pleasant weather. Divine service was held on the poop; the attendance fair. Lat. 29.8 S.; long. 16.16 W.

4th June.—First part, strong winds from the northward; wind hauling to N.N.W.; deluge of rain, thunder, and lightning. Reduced sail, and took in the necessary reefs. Shipping heavy seas. Latter part, ship labouring very much in the heavy cross sea. Albatrosses, whale-birds, Cape pigeons and hens were seen flying astern of the ship in numbers, looking for something to appease their hunger. Lat. 31.0 S.; long. 13.0 W.

5th June.—First part, wind gradually subsided, drawing to the W. and W.N.W. Latter part squally. Very heavy sea from N.W., and also from S.W., causing the ship to roll violently. Lat. 33.14 S.; long. 9.15 W.

6th June.—Strong winds from N.W. and W.N.W., drawing towards west and W.S.W.; frequent showers attended with violent squalls. Heavy sea struck the vessel on the starboard-side, tearing adrift the starboard water-closet on maindeck, filling the cabin, and a great body of water passed below to the 'tween decks. Lat. 34.10 S.; long. 5.45 W.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—I have still the pleasure to report that the health of all on board our good ship *Netherby* continues very satisfactory. I would again impress upon you all, that as we are now approaching the cold latitudes, it will be requisite to have warm clothing at hand; and I must particularly request the mothers of children to see their little ones well attended to in this respect. The mean temperature for last week was 72 deg.

I am, Dear Sir, yours very truly,

MARSHALL H. WEBSTER,
Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR.—In going round on Saturday last through the 'tween decks, in company with Dr. Webster, I was highly pleased to observe that the passengers had their respective departments kept remarkably clean and in good order. The single men forward are to be praised for the efficient manner they discharged their duty in this respect, but on the whole, I must pronounce in favor of the married people's compartments, as being throughout unexceptionable. The single men, I confess, have many difficulties to contend with, owing to the coalhole and the traffic to the bakehouse and galley; notwithstanding all this, I am of opinion, that they would manage, by mutual effort and good will, to improve a little in some places. Could I provoke them to a little spirit of emulation, no doubt they would show a good pattern, not only to the married people in the 'tween deck, but also to the stewards in the saloon and the second cabin. Dr. Webster deserves all praise for his efficient management below; every duty becomes a pleasure, when conducted with regularity and good order. I am happy to state that my log for the week is, on the whole, highly satisfactory, having shortened the distance by 1263 miles; so that the fearful rolling and tossing has not been in vain. We are this day in lat. 34.59 S; long. 9.44 W., or 945 nautical miles to the westward of the Cape of Good Hope.

I am, Sir, yours very truly,
O. OWENS, Commander.

THE MARINER'S COMPASS.

In that little box—the binnacle—open before the eyes of the man at the wheel, is that mystic finger that for ever and ever points him out his way, and this is called the magnetic needle; what it is nobody knows. It is a power: it lies snug and compact, floating, as it were, like water—restless as the air—but otherwise steady and stationary, though the ship may be dancing like a cork in the midst of a howling tempest. By darkness or by daylight it is the seaman's friend and guardian angel, whether in the far off Antarctic seas or in the dread calm of the Torrid tropics; whether in the fogs that belt our own sea-girt home, or in the dread tornado of the Indian ocean; everywhere the compass is the mariner's guide, philosopher, and friend. The discovery of the mariner's compass is lost in antiquity, but France has the credit of its earliest known uses at sea, and the mark on the north point, a *fleur-de-lis*, the French floral emblem, appears to corroborate this. Marco Polo, a Venitian, is said to have brought the compass from the East, in 1260. The art, however, of imparting the magnetic power to the needle is entirely European. The compass consists of a finely balanced needle, moving over a circular board, on the circumference of which are marked the degrees of the circle, besides the 32 points divided again into half-points, for fine steering

—"Keep her away a point, or half a point," being words of common command. A pivot rides from the centre of the box, on the point of which the needle is balanced; the card and needle are covered with a glass to protect them from the action of the air; a strong circular cup contains the whole apparatus, to counteract the irregular motion of the ship. The compass box is suspended within another by means of two concentric brass circles; the outer circle is fixed by horizontal points to the outer box, the inner circle swinging within this on pivots also, the axis of both being at right-angles the one to the other. Thus the inner circle sustaining the compass, card, and needle, always retains the equilibrium under any circumstances, and the rolling and pitching of the ship has no effect whatever on it.

M. H. W.

POETRY.

Come here, my kind reprover, come and listen to my story,
Don't blame my short dhudeen, oh don't, it makes you look so funny;
You've no experience in the world, and when did you see Cracow?
Who told you there in ancient times the women smoked tobacco?
If you have been in a harem, why did you not look around?
There they smoke hookahs, which gives to breath a scent so sweet and sound
That your good mammy, English thrifty wife, to make your's sweeter,
Would like you to do the same, to make you a scented creature.
I smoke tobacco for my good, it makes my heart so cheerful,
It does my mouth indeed no harm, the smoke makes me so joyful;
Without tobacco, I'm so sad and cross—my husband says so—
He'd rather go without his meat, than me without tobacco.
Old "Irish Matrons" are, one and all, good subjects of the Queen,
Who'll pay her Majesty the tax, by smoking the dhudeen.
In ancient times to stay the plague, in streets they burnt tobacco;
I likewise keep my mouth from plague, since I've no potato.
My husband likes the sheets so well when air'd with perfect smoking—
I cease not, sweet one, to please you, although you are not joking,
But would advise you do the same, and I have some experience;
Until you stronger reasons give, pray madam keep in silence.

JANE.

CONUNDRUMS.

What is that which never asks a question, but requires many answers?—The street door.

Why is C the noisiest letter?—Because the sea roars, and it makes all call.

When is an infant like a cup or saucer?—When its a-teething (tea-thing).

What is the usual length of a London garden?—One yard.

What sea would make the best bed-room?—The Adriatic (a dry attic).

Why is a man's nose always in the middle of his face?—Because its the scenter (centre).

If Neptune was deprived of his dominion over the sea, what would he say?—I haven't a notion (an ocean).

THURSDAY, 14th JUNE, 1866.

SUMMARY OF THE WEEK.

7th June.—Strong winds from W.S.W., latter part moderate from S.W., heavy N.W. swell; a ship in sight to windward, bound the same way as ourselves. At 8 p.m. the *Netherby Minstrels* gave a concert which was well attended, and afforded much amusement to all classes of passengers. Lat. 34.59 S.; long. 0.44 W.

8th June.—First part, moderate breezes from the westward, latter part, increasing breezes from N.E.; all sails set; cloudy weather; smooth water. Lat. 35.34 S.; long. 1.40 E.

9th June.—Increasing winds from N.E. and squally; backing to N. and N.N.W.; at 2 a.m. carried away foretopsail yard; unbent sail and sent down the broken pieces; latter part strong gale from N.W.; very hollow sea running. Lat. 37.31 S.; long. 4.44 E.

10th June.—Moderate breezes throughout; wind shifting from W.S.W. to N.W. and N.N.W.; sea tolerably smooth; trimmed yards and set sails according to wind and circumstances. Divine Service was read on the poop at 11 a.m., very few attending; the weather though fine was very cold. Lat. 37.23 S.; long. 7.38 E.

11th June.—Throughout these 24 hours moderate breezes from N.W. to S.W.; heavy N.W. swell. Lat. 37.50 S.; long. 11.37 E.

12th June.—Moderate breezes W. to S.W.; 2 p.m. got up the new foretopsail yard; midnight, squally, wind S.W.; latter part moderate and fine. Lat. 38.16 S.; long. 14.48 E.

13th June.—Moderate breezes from S.W.; midnight, light airs, from N.W. to N., At 4 a.m. fresh breeze sprang up from E. Latter part, squally, attended with rain. Lat. 38.46 S.; long. 17.30 E.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—The sanitary condition of our good ship still continues very favourable, although the weather is getting cold and wet. A few coughs and catarrhs are appearing here and there. There is no sickness to speak of, and I am happy to say a general cheerfulness pervades all. Once more I would impress upon all—Don't forget your warm clothing. The mean temperature for last week was 65 deg.

I remain, dear Sir,

Yours very truly,

MARSHALL H. WEBSTER,

Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—I beg to avail myself of this opportunity to return my warmest thanks to Mr. Young, C.E., and others of the passengers, who kindly assisted our engineer to repair the defect in the condensing apparatus. Much praise is also due to the engineer for his cleverness in his management of the engine, and his assiduity in finding out the defective parts. After a temporary suspension, I am happy to say that it is now in good working order. I have to report our weekly progress, which is not as much as I could wish; still it is a good stride in the right direction, being 1,099 miles since my last. The ship is this day in lat. 41.24 S., long. 19.33 E. Trusting that a month of westerly winds is in store for us,

I am, Sir, yours very truly,
O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—My learned and esteemed friend Dr. Webster has given us in your last number, a brief account of the construction of the mariner's compass, and its importance to navigation as a sure guide in pointing out a track on the trackless ocean, which enables the mariner to guide his ship towards her destination in the darkest night as well as in the clearest day. But this wonderful invention is subject to perpetual aberration, either from permanent causes of nature or from adventitious and local attractions. The variation of the compass is a term applied to the deviation of the needle from the corresponding point of the horizon, and is termed east or west variation, according as the magnetic needle in the compass inclines to the eastward or westward of the true north point of the horizon—or in other words the variation of the compass is an angle which a magnetic needle suspended at liberty makes with the meridian line on a horizontal plane—or an arch of the horizon comprehended between the true and magnetic meridian. The variation of the compass remained long a secret, after the invention of the compass itself, and it is asserted that Columbus first observed it on the 14th September, 1492. Others attribute the discovery of it to another navigator named Sebastian Cabot, a Venitian in the service of Henry VIII. of England, about the year 1500; but it is now generally believed that the variation of the needle was known some centuries earlier, though it does not appear that the use of the needle itself in navigation was then known. This variation again is undergoing perpetual change, which we will call the variation of variation; this latter discovery was made by an Englishman, Henry Gellibrand, Professor of Astronomy in Gresham College about the year 1625. The variation of the compass is different in diverse places, and at diverse times in the same place, different both in quantity and denomination, and without a practical knowledge of this perpetual change, and its

daily application to the courses steered by the compass, it would be impossible to navigate a ship on a long voyage with safety. Should you wish me to continue the elucidation of this interesting and important subject, I shall be happy to resume it in your next number.

I am, Dear Sir,

Yours very truly,

O. OWENS.

A FEW WORDS TO SMOKERS OF TOBACCO.

Tobacco is one of the most powerful narcotic poisons, and is not without its value, like many others of the same class, as an article of medicine. Give it even in a small dose to a child, or to one of any age unaccustomed to its use, and its taste will be found unpleasant, while its effects will be nauseous and disgusting. But habit brings a change in these respects. After a time of longer or shorter probation, and after, perhaps, no little sickness and distress in the course of it, the recipient of the tobacco, whether it be in fume, powder, or solid mass, comes to find a strange pleasure and fascination in its use. And many a man, and woman, too—nay, even a stripling—would almost as soon want their daily meal as their accustomed cigar or pipe. They will not call it food; it is something after meat, and they call it a luxury. Sometimes, too, they will tell you that when food cannot be got it forms no indifferent substitute, tending to keep them warm and comfortable. Now, what are the consequences of this habit? Plainly, three at least may be enumerated. 1. Harm more or less is done to the individual. In confirmed and excessive smokers, for instance, the tongue soon shows signs of disorder in the general lining of the alimentary canal, the drain on the saliva runs to waste, causes thirst, and the stomach gives plain tokens of an impaired digestion; the hands shake, there is a peculiar expression of the eye, the heart palpitates, and the entire nervous system is evidently impaired in tone. This is bad enough, but worse may follow; local diseases of the most serious kinds may attack the mouth, and one or both limbs may become completely paralyzed. Dr. Marshall Hall, a very high authority on such a subject, has recorded his opinion and experience as follows:—"It is plain that tobacco acts on the brain and heart; its effects are stupidity, defective breathing, and defective action of the heart, forms of debility, and impaired energy. No absolutely healthy man daily consumes tobacco in any form, or in any considerable quantity; if he seems to bear it with impunity, it is simply because by previous use of the drug he has induced a perverted or morbid state of the system, to which further continuance of the drug's use brings at least a temporary relief."

M. H. W.

(To be continued.)

POETRY.

ON BOARD OF THE NETHERBY.

Kind friends, come listen to what I write and give your sympathy,
 While I relate what made me sail on board the *Netherby*.
 I was short of cash, and short of work, friends turn'd their backs on me,
 So my passage I got, and pack'd my traps on board the *Netherby*.
 In a foreign clime to try my luck, and tax my energy;
 Where an honest man gets his reward, and is kept from poverty,
 With the sweat of my brow I'll earn my bread, and gain my daily fee,
 So with conscience clear, I now am here, on board the *Netherby*.
 And should Dame Fortune change my luck, when I have cross'd the sea,
 I'll bless the day I pack'd my traps on board of the *Netherby*;
 The Captain and crew seem all serene, and fond of jollity,
 So let us pass a happy time on board the *Netherby*.
 Should any differences arise, the Doctor soon will see,
 And he will do his best to please on board the *Netherby*,
 And may we ne'er forget the day we sailed across the sea,
 So let us give a hearty cheer for the good ship *Netherby*.

M. H. W.

I.

Now I have taken up my pen to write,
 I pray you all take heed,
 About a certain so-called gentleman
 Who tried to justify a wicked deed.

II.

At first they tell a lie,
 And say it's all a hoax,
 But that the chain is hid somewhere,
 And that it's all a joke.

III.

Of course, we all expect that
 Young men should take their revels,
 But we are surprised to see
 Them carrying on like devils.

IV.

They do a dirty action,
 And then with all their might
 Write to Mr. Editor,
 And try to prove they're right.

V.

Now I am sure you all well know
 That it was a nasty spleen;
 Conscience cannot but condemn
 Such conduct as very mean.

T. G.

I.

I know, O Lord, that Thou art just;
 Perfect are all thy ways—
 By Thee alone we must
 Eternally be saved.

II.

I know, O Lord, that Thou art kind,
 Ever ready to forgive;
 Alas! that we should be so blind,
 But to Thy glory live.

III. —

I know, O Lord, that Thou art great—
 In Thee all things consist;
 Without Thee was nothing made,
 And by Thee we all exist.

T. G.

CONUNDRUMS.

Why do chickens have no future?—Because they have their necks whirled (next world) in this.

When is money damp?—When it is due (dew) in the morning and missed (mist) at night.

Which is the best net to catch a pretty girl with?—A coronet.

What word would you use to express the devil riding on a mouse's back?—Synonymous (sin on a mouse).

When was B the first letter of the alphabet?—In the time of Noah (no A).

ADVERTISEMENT.

MONEY advanced, at one day's notice, without trouble or exposure, in small sums from £1 upwards, to suit all parties. Securities will be taken in the shape of drafts on Banks of Australia, not endorsed; but not on Land Orders. No interest charged. Apply to Jacob Moses, Netherby Highway.

THE undersigned takes advantage of the large circulation of the *Netherby Gazette*, to intimate to his fellow-passengers that he is hard-up for cash, that without cash he cannot obtain drinkables from Mr. Cashup, and his constitution requiring an uncertain quantity of stimulating drinks daily, he begs his fellow-passengers will take compassion on him, and lend him some money for the purpose of supplying himself with that which is absolutely necessary to keep up his health. He has a letter of credit on one of the banks of Australia, but as it is not transferable, he would not be mean enough to offer it as a security, but offers the word and honour of a gentleman that he will repay the sum immediately on his arrival at Brisbane. He requires only £10. Any soft or green person satisfied with the guarantee offered, and charitably and disinterestedly inclined, will please make the same known by letter, addressed to X, care of the editor of the *Netherby Gazette*.

X.

THURSDAY, 21st JUNE, 1866.

SUMMARY OF THE WEEK.

14th June.—First part, strong winds, shifting from E. to S.E.; frequent showers, with sudden squalls of short duration. Latter part, fine; wind N.E. Took in and made sail according to circumstances. A whale was seen. Lat. 41.34 S.; long. 19.33 E.

15th June.—First part, moderate breeze from the eastward, freshening towards evening. Lat. 42.39 S.; long. 23.01 E.

16th June.—Fresh breezes from E.N.E. and E.; smooth water. Lat. 43.47 S.; long. 27.20 E.

17th June.—Fresh breezes from E.N.E.; thick fog; heavy swell at times from N.W. Many stormy petrels flying about. Lat. 43.56 S.; long. 32.11 E.

18th June.—Increasing winds from N.E. by E.; thick fog. Midnight squally, attended with heavy rain. Reduced sail, and took in the necessary reefs. Latter part, wind shifted to N. Ship rolling violently in the cross sea prevailing. Weather cold. Lat. 44.83 S.; long. 36.40 E.

19th June.—First part, stiff breeze from N., gradually backing to N.N.E. and N.E. At 9 p.m. wind increasing to a brisk gale. Midnight, strong gales, thick fog, and small rain. Took in the necessary reefs. From midnight to 6 a.m. ship's head reaching under two topsails and main trysail. Lat. 44.42 S.; long. 40.27 E.

20th June.—Moderate breezes from N.N.E.; thick, unpleasant weather. Towards evening, wind gradually drawing to N. and N.W.; heavy sea; ship rolling violently. Noon, fresh breezes from E.N.E.; weather very unsettled; high, agitated sea. Lat. 44.11 S.; long. 44.52 E.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—The general health of the passengers still continues very satisfactory, notwithstanding the cold, stormy weather we have had for the last few days. I am very sorry to have to report the death of an infant, which occurred this afternoon in the steerage. The child was suffering from disease of the stomach, and has been in a very delicate state of health for some time. The mean temperature for last week was 52 deg.

I remain, dear Sir,

Yours very truly,

MARSHALL H. WEBSTER,

Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—This day being very stormy, the ship labouring and straining very much, and our new sails split into fragments by

the furious winds, my **anxiety** of mind and the additional duties devolved upon me in such times, will, I trust, be sufficient excuse for the very brief letter I am going to write you this time. The weather throughout the week has been very unsettled and threatening, the wind continually shifting, but blowing mostly from the E.N.E. quarter, which greatly retards progress. The ship has been "laying to," under close-reefed main topsail and main trysail twice during the week, in furious easterly gales. Taking our many disadvantages and mishaps into account, our distance run, per log, during the last week, is not insignificant—being 1,287 miles. The ship is this day in lat. 44.42 S., and long. 48.22 E.

I remain, dear Sir,

Yours truly,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—I would not trespass on your columns, were it not for an advertisement signed X, which appeared in the last number of the *Sporting Gazette*, reflecting on a mistake which he supposes was made by your printer. Now, I have to assure both you and him, that my advertisement was inserted verbatim as I forwarded it to you. Mr. X, of the *Sporting Gazette*, was evidently in the same predicament as myself, viz.:—both in want of money, and it was a strange coincidence that both should have chosen the same pseudonym. Having been drawn into the subject, I cannot refrain from remarking that Mr. X, of the *Sporting Gazette*, seems to think, because a person lends him money, it must naturally follow that he is a gentleman. As the lending and borrowing of money is nothing more than a commercial transaction, I cannot view it in the same light; besides every gentleman is a person, but it is not every person that is a gentleman. As it is through the large circulation of your journal that I have been so soon enabled to obtain the loan of money, I consider myself bound in some measure to acquaint you with the manner in which it was accomplished. I could not persuade the person who answered my advertisement to take my word and honour; somehow, he did not appear to like my physiognomy, and although I assured him, over and over again, that I was born and bred a gentleman, yet he maintained he would prefer taking my non-transferable letter of credit, provided I made an endorsement in his favour. This did not suit me so well, still I submitted; he then got my letter of credit endorsed, and I the £10. Now, won't I tuck into the malt liquor allowed me by the rules, and—and—but I must not let the cat out of the bag. Between you and me, Mr. Editor, I thought of finding some soft and green person, but there is no mistake about it, *he* is wide-awake.

I am, Sir, your obedient servant,

X.

A FEW WORDS TO MY FELLOW-VOYAGERS.

It is now more than two months since we left Old England, and our good ship has carried us 9,000 miles; the life at sea must by this time have become familiar to all, and those hardships which appeared so great at first, we hope have now died out; time may perhaps have taught all to bear patiently those annoyances which we believe unsettled some amongst us at first; we assure all that each successive day will lead us to be more contented and happy. Surely no one can have left home under the impression that the voyage was to be obtained without some degree of trouble, anxiety, or care; instead of complaining of any hardships, let us rather be thankful that they are no worse. We can say, from experience, that so far we have been fortunate in every way as regards weather, good health, and amusements. The first few nights after our departure from Plymouth are no doubt still fresh in the minds of many of us; but since then, the most fastidious of us have nothing really to complain of. We will simply ask them if sea-sickness could not have kept them prostrate? could not an epidemic have broken out amongst us? Such has not happened; we are spared such calamities, therefore let us be thankful. It is not for us to enquire into the different causes which may have led many on board of the *Netherby* to emigrate: these are innumerable; we put them aside, but we are most anxious to advise all to rely on their own resources, and to push themselves forward by their own energies. It is of little use at any time—especially in a colony where most who have risen to riches and influence, and been brought up in a rough school, and grappled with difficulties—to imagine that when misfortune comes we shall find many to cling to, or rely upon in the hour of need, everybody being intent on his own business. In conclusion, we most sincerely hope that if any of us are beaten or unfortunate in life hereafter, we may not succumb, but rise above our trials, and pursue with still greater determination the path in life we may have chosen.

A CONSTANT READER.

A FEW WORDS TO THE SMOKERS OF TOBACCO.

In your last paper I spoke of three consequences, at least, arising from that habit. I explained the first of them—that harm, more or less, was done to the individual. Second—the man becomes a slave. For a time he has gone on swimmingly with his weed. But, by-and-by he thinks to leave it off on account of its expense, perhaps for its inconvenience, or a sense of mischief done. There are two at the bargain making in either case, but at the beginning and the end their respective positions are reversed. "What has become of your old servant, Robert? You have not, surely, parted with him?" said a friend to an aged gentleman, at the door of one of the metropolitan clubs. "Yes,

indeed I have." "Why, has he not been with you for 15 years?" "Yes, but it was full time we should part, and I will tell you why. In the first five years he was an admirable servant; for the next five he was a very pleasant companion; but during the last five he has been a most insufferable tyrant." So it is with tobacco. At first, it is taken up and put down at will, without grudge or grumble—no menial could be more submissive. Next, it comes to be quite on a par with you, and you cannot well stir without taking it at least into consultation; but, afterwards, you are altogether its slave; provided you do not quarrel with its exactions, and are content to hug its chains, all may go smoothly enough—the weight of the burden is very imperfectly felt; but if a contention should arise, and you should seek to emancipate yourself at one stroke, then the true extent of the mischief flashes upon you to your sore confusion. One of the two alternatives are waiting your decision—either to fall back into helpless bondage, or to begin a fight for freedom, of greatest pain, and even of doubtful issue. Third—the evil through your influence and example is extended to others—not only as harm done to yourself, but giving a character and commonness to the practice, you are the means of entrapping the unwary, and thereby extending the evil. You see little ragged urchins in the streets clubbing their few pence to purchase tobacco and a pipe, then they *congregate on some convenient door-step*, and striking a light, take whiff and whiff about till either sick or satisfied. They don't like the smell of the weed, much less its taste, and how comes it that they give themselves this trouble, simply because they see their fathers and big brothers do the same, and they think it manly. Or see that precocious youth with hat and cane, fresh from his mother's apron strings, lounging on the portico, or strolling on the lawn, or swaggering even on the street, striving hard to seem at ease behind that enormous cigar, almost as big as himself, which seems rather to be smoking him than he it. Do you think he would ever have ventured on such a bold experiment unless he had seen men, gentlemen, sensible-looking gentlemen such as you, similarly employed? You say, all very true, but it is a luxury, and I like it. In reply, let me simply ask is it either wise or right to indulge in a luxury (something not essential) that is hurtful, enslaving, and infectious?

M. H. W.

To the Editor of the Netherby Gazette.

DEAR SIR, — I have a few words to bring before the notice of our chief, and have chosen your columns for that purpose, and for which I hope I shall not incur his displeasure. We are out from Plymouth since the 13th April—10 weeks, or nearly so—during which period I have never faltered from the post of duty.

You must be aware that we have had much extra duty to perform, which is usually the case in rounding the Cape; and there

has often been a call "for all hands." We have no grog allowed us, which liquor is a great boon to sailors generally—but I do not ask for that. But I certainly do think that we ought to have a *fresh* mess, as, from the appearance of the stock on board, I don't think it would be missed; and it will be a great satisfaction and a change for us, after eating so much *salt-junk*. By inserting this you will confer a favour upon my messmates and myself.

Yours obediently,

TEN YEARS BEFORE THE MAST.

CONUNDRUMS.

Why is a short nigger like a white man?—Because he is not a tall (at all) black.

What is that which you often see made, but never see it again after it is made?—A bow.

When is a lady's dress not a lady's dress?—When it is dripping.

What is the weight of the moon?—Four quarters.

What did the *Netherby* weigh when she was leaving Plymouth with all her passengers, &c., on board?—Her anchor.

What is the worst description of cane?—A hurricane.

DOMESTIC OCCURRENCES.

DEATH.

On the 21st instant, Eliza, infant daughter of Mrs. George Snooks, age 10 months.

POETRY.

A STITCH IN TIME.

A stitch in time, they say, saves nine;
It does, and sometimes more;
For I have found, with grief profound,
'Twould oft have saved a score.
That little rent, perhaps you meant
To mend another day;
But see a nail, or broken rail,
Has torn the piece away.
And now no more neat as before
That pretty frock will be,
For though you've tried the place to hide,
The patch we all can see.
That stocking, too, which now you view
With such a lengthened face,
Last week I saw, without a flaw,
Except a small thin place.
A stitch in time indeed saves nine,
As you will always find,
And if you care your work to spare,
You'll bear this truth in mind.

ANONYMOUS

THURSDAY, 28th JUNE, 1866.

SUMMARY OF THE WEEK.

21st June.—First part, brisk breezes from E.N.E.; at 3 p.m. took in all light sails. 5 p.m., wind east, still increasing; furled mainsail and crossjack, single-reefed the topsails. Midnight, strong gales from E.N.E. 2.30, took in mizen topsail, wind increasing to a storm, hauled up foresail. 3 a.m., starboard foretopsail sheet was carried away, and the sail split; endeavoured to take in the remains, but for several hours the united efforts of the crew were unavailing. The storm still increasing, split foretopmast staysail; hove the ship to on the port tack, under close reefed main topsail and main trysail. 7.30 a.m., a heavy sea struck the ship on the port quarter; a great body of water washed over the poop, smashed the after saloon skylight; a great quantity of water passed through the skylight, flooded the saloon and fore cabin. At 8 a.m. wind shifted suddenly to N.W. to W.N.W.; squared mainyard and set foresail, scudded before the storm during the remainder of the day, heavy seas making a complete breach over the ship fore and aft, ship labouring and straining fearfully. Barometer 28 2-10ths; thermometer 47 deg. Lat. 44.42 S.; long. 48.22 E.

22nd June.—Commencing with strong gales from W.N.W., violent and dangerous squalls attended with showers of hail and sleet, gradually moderating towards midnight; heavy cross sea, making the ship roll and strain very much. 3 a.m., wind again backing to N. and N.E. Barometer again down to 28 3-10ths. 8 a.m., hauled up and furled foresail, hove the ship to on the port tack under close-reefed main topsail and main trysail; atmosphere very dense and thick all round. Noon, strong gales, wind drawing to the northward. Lat. 45.5 S.; long. 51.10 E.

23rd June.—Beginning with moderate winds N., with small rain; 2 p.m., unbent fore topsail and bent another; 4 p.m., wind fast increasing, set close reefed fore topsail; 6 p.m., increasing to a strong gale from W.N.W.; very heavy cross sea running, making the ship roll violently so as to endanger her masts; lifeboats at times dipping in the water; towards morning more moderate and barometer rising; set more sail. Lat. 44.31 S.; 57.3 E.

24th June.—First part, moderate gale from N.N.W.; 4 p.m., strong gale from N.N.E. Took in topgallant sails, and close-reefed the topsails. Barometer again falling; midnight, strong gale. At 3 a.m. took in mizen topsail; 5 a.m., wind increasing to a hurricane, and drawing to the N., sea running mountains high, breaking over the ship in all directions. At 8 a.m. heavy sea struck the ship on the port side, washing away bulwarks,

lifting the main rail, stove in the main looby hatch, and a large quantity of water got down to the 'tween decks as high as the passenger's lower beds, wetting all their beds and bedding. Main and after hatches were battened down. The starboard life-boat was lifted by a heavy sea, unshipped from the davit, and the boat's bow fell about three feet. From 8 a.m. to noon, storm continued with unabated force, rising the sea into dense fog, so that nothing could be seen distinctly beyond the limit of our ship; 10 a.m., fore topsail split in its close reef; rove spilling lines, and took it in the best way we could: kept steering right before the sea, scudding under close reefed main topsail and foresail. There was no other alternative, as to take in the foresail, in order to heave to, would be utterly impossible; hail and sleet. Lat. 44.47 S.; long. 52.50 E.

25th June.—First part, the storm still continued to blow with unabated force. Two p.m. shipped a heavy sea over the starboard gangway; washed away the starboard water-closets, top-gallant bulwarks: still scudding right before the sea and wind. Towards evening the squalls were not so violent; heavy lightning all round. Midnight, strong gale, continuing squally until 4 a.m. Latter part more moderate, but heavy sea running, the ship rolling fearfully; saloon and second cabin kept continually flooded, beds and bunks were wet, and every passenger shifting for himself the best way he could. The ship fore and aft has this day the appearance of a wreck. Lat. 41.14 S.; long. 66.40 E.

26th June.—Moderate breezes throughout first part from S.W., set more sail, latter part wind N.N.W., very unsteady; steering E.S.E.; heavy swell from N.W. Lat. 43.57 S.; long. 68.39 E.

27th June.—Fine weather throughout, light moderate breezes from S.W. to N.N.W. Lat. 43.48 S.; long. 71.34 E.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR.—Notwithstanding the stormy weather we had last week, the health of the passengers still continues very good. There are a few more cases of coughs and colds, but nothing at all serious. During the late gales the passengers between decks had to put up with a great deal of discomfort and inconvenience, as the hatches had to be battened down to keep out the heavy seas which were continually washing over the deck, and wet beds were the order of the day, and even on some occasions provisions could not be served out. Still I am glad to say every one behaved themselves extremely well. I heard of no complaining, and all helped to get rid of the water which would find its way below, although every precaution was taken to keep it out; and I could not help noticing that everybody looked cheerful and made the best of matters. I hope we shall keep the fine weather we have at present until we get to Brisbane, when I have no doubt every one will greet the land of their adoption with all the more gladness

after the rough weather they have experienced. One great matter for thankfulness we have is, there was no accident to passengers or crew.

The mean temperature for last week was 54 deg.

I remain, dear Sir,

Yours very truly,

MARSHALL H. WEBSTER, S.S.

To the Editor of the Netherby Gazette.

DEAR SIR,—During the last week we have had to contend with storms of indescribable fury from N.N.W. to W.S.W., and most high and dangerous seas, which did considerable damage to the ship and her equipments. Much bulwark was lost, water-closets on main deck smashed up, booby hatches, ventilators, and poop ladders suffered the same fate, and great quantity of water making its way to the fore cabin and saloon. Main and after hatches mostly throughout were kept battened down, in consequence of the heavy sea incessantly washing over the main deck. Several of my crew are laid up from fatigue and exposure; however, there has no accident happened to life or limb, and we have much cause to be thankful. The ship, notwithstanding the severe rolling, is still comparatively tight and staunch, and I trust that from gale to gale we will finally arrive safely in our destined haven, when all our trials and hardships will be past and soon forgotten. The ship to-day is in latitude 44.31 S., and long. 75.30 E., having traversed during the week 1246 miles.

Yours very truly,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—In my first letter I had promised further to continue my remarks on the variation of the compass, should any of the passengers feel any interest on the subject. One of the number desired another letter, and I willingly comply with his wishes, and beg to state, without further exordium, that the primary power which seems to influence the needle—giving it polarity, and causing it to undergo perpetual change—is magnetism. This phenomenon of nature seems to elude the definitions of science; several hypotheses have been formed, and many attempts made to discover its elementary principles, yet they appear to be still very imperfectly known. Electricity, the atmosphere, the masses of rocks and mountains—containing metallic matter, exert a powerful magnetic influence; the aurora-borealis is considered to be an electrical phenomenon, and is thought also to have an effect on the magnetic needle; and the heat of the sun likewise has an influence on the needle, producing a diurnal variation, which has been observed to increase progressively with the altitude of that luminary, even to 3 or 4 degs., and increasing from about eight or nine o'clock until one or two p.m., when it begins to diminish,

and probably many other secondary causes besides the disturbing elements on board ship, causing a constant aberration of the needle, generally termed local attraction, but this shall form the subject of another letter. Space will not allow me to give the diverse opinions of philosophers relating, at different times, to the perpetual change in the variation: but the received theory at the present is the following, and which has been, I believe, confirmed by the investigation and research of modern philosophers, viz.: that there are two magnetic poles, both in the northern and southern hemispheres revolving round the poles of the earth. One of the north magnetic poles is placed for the year 1749 in lat. 71 deg. N., long. 80 deg. W., and the south magnetic pole in lat. 65 deg. S., and long. 130 E., and according to Mr. Churchman, the north magnetic pole revolves round the terrestrial pole in 1096 years, and the south in 2289 years. Professor Haustein, who discovered a magnetic pole in Siberia, is of opinion that the periods of these revolutions are respectively 4,600, 1,740, 1,300, and 860 years. The southern poles being the slower in motion, and by the intersections of the magnetic meridians with the terrestrial meridians, the variation of the needle might be found by inspection, were the magnetic poles well ascertained and the needle not subject to aberrations from the various causes mentioned above. Sir Edward Parry, in his last Arctic expedition, found the compasses in passing up Davis's Straits becoming sluggish, and on arriving at Barrow's Straits, they became totally useless: thus confirming the conclusions of Flinders and others, that, although the magnetic force of the earth would be greatest at the magnetic poles, yet its horizontal directive power would then entirely cease; but while the horizontal needle is thus forsaken as it were by the earth's magnetic power, the various magnetic bodies in the ship which surround it are still acting on it with a directive force which relatively increases as the directive force of the magnetic pole diminishes.

O. OWENS.

(To be continued.)

ENIGMA.

THE following Enigma is founded on palindromic words—words which read the same either backwards or forwards:—

<i>Mum</i>	{ First find out a word that doth silence proclaim, And backwards or forwards is always the same.
<i>Anna</i>	{ Then next you must find out a feminine name, Which backwards and forwards is always the same.
<i>Deed</i>	{ An act, a writing, or parchment whose name, Both backwards and forwards is always the same.
<i>Anana</i>	{ A plant that is rare, whose botanical name, Read backwards or forwards is always the same.
<i>Minim</i>	{ A note used in music, which time doth proclaim, And backwards or forwards is always the same.
<i>Madam</i>	{ The initials or terminals equally frame A title that is due to the fair married dame, Which backwards or forwards is always the same.

POETRY.

Come passengers dark and fair, young and old,
 And offer your thanks to the sailors bold,
 If not for them, each in his vocation,
 The deep sea were, ere now, our location.
 The wind blew with furious force from north,
 In mountains ran the sea towards the south,
 At times in frightful gusts the wind came down,
 So that one foaming sea was us around;
 Under close reefs to scud before the storm,
 Did our good ship her duty well perform.
Her masts creaking, yards and sails distended,
 Made some fear the voyage was now ended.
 The seas she shipp'd 'twixt after part and fore,
 Swept rails away, and two or three things more.
 Water-closets on deck shar'd the same fate,
 Which would not have happened, if their state
 Had been look'd into by those who had might,
 And were sent on board to see all was right.
 For the work done is contract work, like most;
 The rule is cheapness—or they loose their post;
 What matters it what happens out at sea
 To those on board? but they must have their fee.
 That serious accidents did not take place,
 That quarter galleries were not wash'd apace,
 That the roaring sea sternports have not stav'd,
 That all we have under the poop is sav'd,
 That limbs are perfect, and all us pertain,
 We owe to our good, God-fearing Captain,
 Who, for hours, in the fiercest of the gale,
 When horizontally poured rain and hail,
 Stood holding on and watching every sea,
 Conn'd the helmsman—or where would we now be?

24th and 25th June. ————— Lat. 44.47 S; long. 62.50 E.

Oh! happy child, why take thy flight
 Like holy angel to the sky?
 And leave us weeping day and night
 (But weep not when we look on high).
 We shed a tear, but not despair,
 Since thou hast join'd the heavenly choir.
 By faith we see the glorious day
 When death must yield again his prey.
 The king of terror in dismay
 Shall see his captive upward fly.
 From depth of sea our child shall rise,
 Again we'll meet her in the skies.
 How grave is land so very low,
 Beneath the foaming billows deep,
 Without a single trace to show
 Where doth the happy infant sleep.
 His faithful word we have of yore,
 That she shall rise to die no more.

O. O.

CONUNDRUMS.

Why was Noah a bad ratcatcher?—Because he was 40 days
 and nights without seeing ere a rat (Arrrat).

Why do we know Moses wore a wig?—Because he was some-
 times seen with Hair on (Aaron) and sometimes without.

Why do pioneers always go before an army?—To axe the way.

THURSDAY, 5th JULY, 1866.**SUMMARY OF THE WEEK.**

28th June.—First part, moderate breezes from north; increasing towards 8 p.m., with a falling barometer; took in all light sails. 9.30, took in mainsail and crossjack; increasing winds. Midnight, strong, with small rain. 2 a.m., double reefed the topsails, took in jib and spanker. 3 a.m., took in mizen topsail. 4 a.m., took in and furled the foresail; strong gale, N.E., with rain; close reefed the topsails. Latter part, strong gale, with violent and dangerous squalls; running to the S.E. and S.S.E. keeping as much as practicable before the high sea running. Battened down main and after hatches. Lat. 41.31 S.; long. 75.30 E.

29th June.—Commencing with strong gale from north; scudding under close reefed fore and main topsails. 2 p.m., wind shifted from N. to W.N.W. in a violent squall. Still continuing to blow with undiminished force, the high cross sea running, causing the ship to labor and roll violently; shipping very heavy seas. Midnight, wind west; set foresail. Latter part, strong gales from W.S.W., showers of hail and snow. Lat. 43.28 S.; long. 80.49 E.

30th June.—First part, brisk gale from W.S.W.; frequent showers of hail, attended with heavy squalls; set more sail. Latter part, strong winds from west, drawing gradually to N.W. High sea running; deck constantly wet. Lat. 42.22 S.; long. 86.14 E.

1st July.—Strong winds W.N.W., increasing at 8 p.m. to a strong gale; reduced sail according to circumstances. Latter part, more moderate; made sail. Noon, strong wind and showery. Lat. 42.1 S.; long. 91.36 E.

2nd July.—Frequent showers of rain and hail, attended with violent squalls. 1.30 a.m., shipped a heavy sea over port gangway, which smashed port water-closets to pieces; saved the pieces. 10 a.m., sea more moderate; unbattened the after hatch. Prepared to send down the fore-topsail, being split. Noon, squally; hail and sleet. Lat. 41.36 S.; long. 95.36 E.

3rd July.—Strong winds from S.W. to W., frequent showers of hail and snow, attended with hard squalls; reduced and made sail according to circumstances. Noon, more moderate. Lat. 41.4 S.; long. 100.44 E.

4th July.—Strong winds from W.S.W. Latter part, strong winds from W. and squally; ship continuing to roll and labor very much in the high cross sea prevailing; reduced and made sail according to circumstances. Lat. 40.55 S.; long. 106.1 E.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—It gives me very great pleasure to continue to report favorably of the general health of all on board our good ship *Netherby*. As we approach the shores of Australia, judging from former experience, I shall expect the Doctor to be still less enquired after, every one looking forward with pleasure to catch the first view of the land of their adoption. The mean temperature for last week was rather low, being 51 deg.

I remain, Dear Sir,

Yours very truly,

MARSHALL H. WEBSTER, S.S.

To the Editor of the Netherby Gazette.

DEAR SIR,—Throughout the first part of this week we have experienced strong gales from N.W. to W.S.W., frequent showers of hail and snow, attended with violent squalls: ship continuing to ship a great quantity of water, keeping the decks continually flooded. The latter part of the week a little more moderate, admitting one of the after-hatches to be opened, to the great relief of the passengers below, who display great moral courage in patiently enduring the hardship which cannot be redressed, and without showing any spirit of discontent and unnecessary complaints; for this Christian conduct they deserve all praise. We continue to make rapid strides towards our destination, and ere another week will have elapsed, I fully expect to sight land in the vicinity of Bass's Straits, when we shall enjoy smoother seas and a fine climate. The distance run per log since your last issue is 1,622 miles, the ship being this day in lat. 41.4 S., and long. 111.17 E.

I remain, yours very truly,

O. OWENS, Commander.

To the Editor of the Netherby Gazette.

DEAR SIR,—Through the columns of your paper, I wish to say a few words to my fellow-passengers. What I am about to say might be said by some one more competent than I am, nevertheless, I hope it will not be said in vain.

It is now three months since we first met in the docks of the richest city of the world, there to embark on board the ship *Netherby*, hoping to be carried in safety to a distant land. We cannot look back to that memorable day without thoughts rushing into our minds that almost move us to the quick when we think of that last sad parting with those so near and dear to our hearts—our kind relations, but still kinder parents, who almost idolized every good action—looking forward to some bright future, when we would be able to repay them for that care which riches cannot buy.

When I first set foot on our ship all were strangers to me; there was no familiar face that I could look to for a kind word or a greeting smile. As time rolled on, all that strangeness of

character died away; when to my great astonishment I found the greater part of my fellow-passengers low and degraded in their morals, using filthy and abominable language, unfit to be heard by human ears; swearing seems to have reached its lowest ebb, and it is constantly being poured forth in perfect volumes from the vile lips of our youngest passengers, who but a few years back lay helpless on their mother's knee. Does it look manly to swear and use filthy language? Quite the reverse: it brings us on a level, if not lower, than the beast. How is it then we have become so low and degraded in so short a time? Is it because we miss the sound of the church bell? Or is it because we have lost the sweet sound of that familiar voice, who tried with impressing sermons to mould deep in our hard hearts the inspired word of God? I certainly must say we have been very unfortunate to have been sent on such a long voyage without an ambassador of the Lord. Swearing is not our only besetting sin, Sabbath-breaking is equally as bad. How many are there that would not shun the idea of card-playing on Sundays, as well as collecting in groups to hear read the *Sporting Gazette*, even before our earthly parents, and how much more dreadful are such actions in the sight of God, when we have been moving in the very jaws of death, being pitched about by the mountainous waves, threatening us with immediate destruction as they fell with dreadful force against our ship, then flying back, white with foam, as if angry at being obstructed on their onward course. I say when such sights as these will not make us lay aside our cards and *Sporting Gazette* on Sundays, what will? Still, I am happy to say there are a few exceptions: there are a few who do not bow their knee to Baal: for I sometimes, in passing up and down among the berths, see some who have not forgotten their early training as they stand in deep devotion, others more humbly bending their knee on the cold and comfortless deck: but by far the greater part are crucifying the Saviour afresh. Is it possible that we shall grow better?

We are now drawing very near our adopted land where such chances will be very few, therefore, I would say to one and all, let us change our course of conduct ere we set foot on land, not forgetting that the rise and progress of the country to which we are hastening, requires our humble and united efforts, both in religious and scientific pursuits. I think I am justified in making a few more remarks before I conclude my letter. Great differences have arisen amongst all parties on board our ship, sometimes through paltry actions, causing angry words, which soon brought forth heavy blows. Therefore, I would say to all, before we leave this ship, let us stretch out to each other the right hand of friendship, to cement us closer than ever we have been before; then, should we cross each other's path in that vast distant country, we can greet each other with brotherly kindness.

I remain, yours truly,

July 4.

PHILANTHROPIST, in the Steerage.

To the Editor of the Netherby Gazette.

DEAR SIR,—In my last letter a few remarks were made on the natural causes of the variation of the compass. I will, at present, very briefly give a few instances of the variation, of the variation, or, in other words, the gradual, continual, and universal change observed to take place in the variation at different times in the same places. Thus, in Paris, the variation in 1550 was 8 deg. E., in 1660 there was no variation, and in 1760 it was 18.20 W.; which is at the rate of $9\frac{1}{2}$ min. per year. In London, in the year 1580, the variation was 11.15 E.; in 1657 there was no variation, and in 1780 it was 22.41 W., continuing to increase until March, 1819, when it was found to be 24.41 W., the needle having arrived at its maximum in that year, and since that time, seems to be retrograding at the rate of 6 min. annually. At Cape Agulhas, S. Africa, there was no variation in the year 1600, when the Portuguese first rounded it (hence its name). In 1692, it was 11 deg. W., and the W. variation there continued to increase at the rate of 8 min. per year until it has attained to 30 deg. W., which is the variation found there at the present time. The line of no variation which was at Cape Agulhas in the year 1600, is now found in 28.40 W. long., on the parallel of Cape Horn. The south end, inclining to E. in its course to join the south magnetic pole, and towards the N. it inclines gradually to the westward, passing through Brazil from Rio Janeiro to Maranhã, nearly thence to windward of the West Indian Islands, entering the United States a little to the N. of New York, thence through Canada and Labrador, until it joins the north magnetic pole, discovered by Sir Edward Parry in Barrow Straits. The other line of "no variation" is about 131 deg. E. long., on the parallel of 40 deg. S. lat., the south end inclining eastward, and the north end westward; passing through part of Australia to the west of India, and entering Arabia, a little to the west of the Persian Gulf, and, I suppose, finally terminating in the north magnetic pole, discovered by Professor Hanstein, in Siberia, though I have not the means of following its track further than the Persian Gulf. On our passage round the Cape of Good Hope we found the variation about 33 deg. W., and is daily diminishing as we proceed to the eastward, until we fall in with the line of no variation, in 131 deg. E.; and by the time the ship will arrive in Bass's Straits the variation will be about 10 deg. E. By what has been stated above it is evident that a ship off the Cape of Good Hope steering east, and another at Bass's Straits steering the same course, will have four points difference respectively in the points steered by compass, and unless great care is taken to correct the ship's courses daily, according to the quantity and denomination of the variation, the most disastrous results must inevitably ensue. I had intended Mr. Editor, to dwell longer on the universal change of the variation, and dedicate another letter on local attraction, or the devia-

tion of the needle, arising from disturbing agencies on board ship; but as you will have abundant matter for insertion in your *Gazette*, I will close my subject with this letter. But permit me just to remark that the needle is subject to great aberration from the quantity of iron contained on board of every ship, and it appears to be greater in small ships, but most of all in iron ships, and the iron and other disturbing agencies on board, acting as a compound force in producing the error in the variation. This does not appear to affect the needle when the ship's head is north or south, as the attraction of iron seems to act in concert with the magnetic poles; but when the ship's head is east or west it will produce 8 deg. or 9 deg. error, the greater at west, and the intermediate points will be effected proportionate to the number of points which the ship's head is from north or south. I almost regret that neither time nor space will permit me to continue my subject, as it seems to be full of interest both to mariners and passengers; but as we are now drawing towards the end of our passage, the more engrossing subject relating to their new home must of necessity occupy much more of their minds than the compass and its variations. Apologizing for the length of my letter,

I remain,

Yours very truly,

O. OWEN.

POETRY.

ON THE DEATH OF AN INFANT AT SEA.

'Twas noon, my child was sleeping, while the waves like feathery snow,
 Dash'd o'er the ship, and I sat keeping, keeping my sad watch below :
 I mark'd the suffering of the babe, that could not speak its woe.
 I watch'd the infant's tears gush forth—what cause could make them flow ?
 I met the meek uplifted eye, that fain would ask relief,
 Yet could not tell of agony—this was my greatest grief.
 I heard the faint and frequent sigh, the quick and shorten'd breath,
 I watch'd the last dread strife draw nigh, and pray'd it might be brief.
 The burning tears were in my eyes, I bent me down to kiss
 Thy livid lips and pallid brow, my first-born bud of bliss.
 I laid thee down in sinless rest, and from thy marbl'd brow
 Cull'd one soft lock of radiant hair, my only solace now.
 I gazed upon thy quiet face, half blinded by my tears,
 Till gleams of hope, unfelt before, came brightening on my fears,
 I saw thee plung'd beneath the waves, and heard the fearful splash,
 I shudder'd as I thought that now they'd madly o'er thee dash.
 The voice of prayer came on my ear, I listen'd as 'twas read,
 That solemn service of the church, the service for the dead ;
 It told me, for my darling one, not to be sad and weep
 For she had gone to realms above, tho' buried in the deep,
 So when the first wild throb is past of anguish and despair
 I'll lift the eyes of faith to Heaven, and think my child is there.

M. H. W.

ACROSTIC.

Queensland, thy clime is not like that dull clime of oufs;
 Under a southern sun, a sweeter influence breathes around your flowers.
 Earth's softest springs can nowhere shed so soft and warm a light,
 Earth's brightest summers can nowhere be so gloriously bright;
 Nowhere can birds of brighter, lovelier plume be found,
 Search where thou wilt, the whole wide world around;
 Let every nation with thy flowers their own compare,
 And none will be so beautiful, so gloriously fair;
 Nowhere has nature been so liberal with her hand;
 Dwell where thou wilt, no country's like "Queensland."

M. H. W.

CONUNDRUMS.

Where did the cock crow so that all the world could hear him?—In the ark.

Why is a carpenter more ugly than a blacksmith?—Because he is a deal plainer.

Why does an artist die the most horrible of deaths?—Because he makes faces and busts (bursts).

According to the laws of retaliation, why have you a right to pick an artist's pocket?—Because he has picked yours (pictures).

Why is good acting like a broken lock, a broken sash-line, and an express train?—Because it should be rewarded, recorded, but never retarded.

What is often brought to the table, always cut, but never eaten?—A pack of cards.

If you cut a tree down, why has it no right to complain?—Because it was axed whether it would or not.

THURSDAY, 14th JULY, 1866.

CORRESPONDENCE.

To the Editor of the Netherby Gazette.

DEAR SIR,—I am happy to say that applications at the dispensary are becoming fewer every day, although the weather continues rather cold. I hope this pleasant state of affairs will continue, and that I shall have the pleasure of landing all safe and sound at Brisbane next week; and though some may be weakened by the voyage, a few days on fresh meat and vegetables in the delightful climate of Queensland will set them all right again. I made my weekly tour of inspection last Saturday, in company with Captain Owens, and was much pleased to find the 'tween decks looking so clean, in fact, cleaner than I anticipated, after the late severe weather we have had. I hope that all will do their utmost to get the ship as clean as possible next week, so that the Government Inspectors may report us a model for cleanliness on our arrival at Brisbane.

The mean temperature for last week was 53 deg.

I am, Dear Sir,

Yours very truly,

MARSHALL H. WEBSTER.

July 12.

Surgeon-Superintendent.

To the Editor of the Netherby Gazette.

DEAR SIR,—Owing to the variable winds and frequent calms experienced during the first part of the week, my letter cannot be so favorable as the preceding one. During the latter part we have experienced strong winds from N.N.E. to N.E., and consequently driven to leeward of our course. Our ship, notwithstanding adverse winds and calms has made during the week 1,099 miles, being this day in lat. 41.40 S.; long. 135.40 E. Cape Northumberland, the nearest point of land in Australia, is this day at noon distant 298 miles, and Cape Otway 370 miles. With ordinary progress we may expect to see land on Saturday morning. I am anxiously looking for a change of wind, so as to enable us to pass through Bass's Straits, instead of going to the south of Tasmania, which will lengthen our distance by about 260 miles.

I am, Sir,

Yours very truly,

O. OWENS, Commander.

SUMMARY.

5th July.—Strong winds from W., heavy cross sea, shipping seas at times; latter part more moderate; made sail according to circumstances. Lat. 41.4 S.; long. 111.17 E.

6th July.—Moderate winds from W.; set studding sails; opened main hatches after being kept battened down for 14 days; gloomy weather. Lat. 40.59 S.; long. 115.33 E.

7th July.—First part light, breezes from W., gloomy, heavy swell from the W.; noon cloudy. Lat. 41.5 S.; long. 117.57 E.

8th July.—Variable winds, frequent calms, smooth water. Lat. 41.2 S.; long. 118.45 E.

9th July.—First part light airs, N.N.E. to N.E.; latter part light from N., smooth water. Lat. 41.24 S.; long. 120.53 E.

10th July.—Moderate winds from N.N.E. At 4 p.m. increasing; latter part strong N.E. to N.N.E. 3 a.m. reduced sail; noon cloudy. Lat. 42.2 S.; long. 121.6 E.

11th July.—First part strong winds N.N.E.; towards latter part wind increasing to a fresh gale; single-reefed the topsails; noon wind still increasing; heavy sea rising. Lat. 41.51; long. 131.30 E.

12th July.—Fresh gale from N.N.E.; double-reefed the topsails; latter part more moderate. Noon cloudy; fresh breezes. No observation. Lat. 41.40 S.; long. 135.40 E.

13th July.—Dark gloomy weather; moderate breezes; N. to N.N.E.; all sails set. Noon cloudy; no observation. Lat. 40.48 S.; long. 139.24 E.

14th July.—Moderate breezes from north to N.N.E.; overcast sky. At 7 p.m. wind shifted to west. 9 p.m. south to S.E., with rain. Latter part light southerly winds, small rain, smooth water. No observation. Lat. 40.5 S.; 142.32 E.

Civil Time, 14th July, 1866, commencing at noon—First part light wind from south to S.W., thick with small rain; steered N.E. by E. until 4 p.m.; altered to N.E. $\frac{1}{2}$ E.; slight passing showers. At 7.15 p.m., whilst seated at the tea table, the chief officer, who had the watch, was heard to say "hard up." The captain immediately started up, and on his way to ascertain what was the matter, saw the chief officer on the companion-ladder, calling out for him to go on deck. On the Captain reaching the deck, it was discovered that land was close to, a little on the starboard bow. Orders were then given to square the main and crossjack yards, the ship paying off from N.E. $\frac{1}{4}$ E. to N. by W. $\frac{1}{2}$ W., when she took the ground on a rocky bottom, with a reef stretching out to the west close under the bow. The port lifeboat was then lowered to ascertain if a place could be found to land passengers, as the ship was bumping severely, and the surf striking on her stern and port quarter. Three attempts were made, but no safe landing place could be seen in the darkness, the surf breaking over the rocks in all directions; we had, therefore, to wait until daylight approached, in the greatest fear that the ship would break up during the night, as she heeled over to port bilging heavily, the sea breaking over the port or seaward side. By 8.30 the ship began to leak, the passengers manned the pumps and worked perseveringly, but to no avail, for before long the lee side of the 'tween decks was under water,

the purser, with assistance, endeavouring to save as much provision as possible out of the hold. The women and children collected in the fore-cabin and saloon behaved themselves uncommonly well, awaiting the fate destined for them with the utmost patience. During the night the pinnace was attempted to be got off the skids and put overboard on the lea or sea-side over the port quarter, but she was stove against the ship's side and torn adrift, the men that were in her barely escaping with their lives. At daylight the life-boat was sent to make another attempt to find a landing-place and carry a line out to the shore, under the command of Mr. Jones, chief officer, which was with difficulty performed, as the sea was breaking fearfully over the rocks. A line was eventually made fast to one of the rocks where the sea broke with the least violence, and at about 8 a.m. a commencement was made to land the passengers, women and children first. The debarkation of the passengers was superintended by the Captain and Doctor, who were in attendance by the gangway from first to last, to regulate the number of passengers who were to go in each boat, and to keep back a rush which was from time to time made to get into the boats. The two life boats were employed for that purpose, the one commanded by Mr. Jones, chief officer and the other by Mr. Parry, second officer. Many of the passengers had to be dragged through the water up to the rocks, after which they had to make a circuit, wading through some inlets of the sea, and over rocks again before they could set their feet on *terra firma*. The landing of all the passengers was finally accomplished by 3 p.m. The first male passengers who landed went round to see if any fresh water was procurable, and to our great delight heard that at a distance of about a mile from where we landed a spring was discovered, affording a plentiful supply of delicious water. As soon as landed, the passengers cut away the bushes to make a resting-place for the night, and fires were kindled all round to warm themselves, as all were drenched to the skin. The captain, officers and crew then turned their attention to the landing of provisions; after which, at about 5.30 p.m., as it was considered running a great risk to remain on board during the night, the captain, officers and crew came on shore in the gig—the two life-boats having, the last trip, got broadside on to the landing rock, and sustained damages which rendered them unseaworthy losing the last lot of provisions placed in them. Before leaving the ship it was deemed advisable, to relieve the ship as much as possible from bilging too heavily, to cut away the masts. This night—Sunday night—all were looking round to find some place to shelter themselves from the inclemency of the weather; the chopping of trees and the crackling of green wood and smaller scrub in the fires which were kindled resounded on all sides. Occasional showers of rain added to the misery of all, for none had dry clothing to change.

These occurrences occupied 36 hours.

THE WESTERN SIDE OF KING'S ISLAND IN LATITUDE 39.53 SOUTH.

MONDAY, 16TH JULY, 1866.

At 8 a.m., a party of six passengers volunteered to walk to the lighthouse situated on the northern part of King's Island, under the command of Mr. Parry, second officer, and started for that purpose, having a letter from the Surgeon-Superintendent to the Colonial Secretary of Melbourne, and two from the Captain—one for the officer in charge of the lighthouse, and the other for the agents of the ship at Melbourne. The Captain, carpenter, and crew doing their utmost to land as much provision, baggage, &c., as possible. Provisions served out this day—quarter pound flour to each adult; women and children having a small portion of biscuit allowed them in addition.

TUESDAY, 17TH JULY, 1866.

After having effected some necessary repairs to one of the life-boats—the other being abandoned—the Captain, with the crew, assisted by some passengers, succeeded in saving some more provisions and passenger's luggage, many of the passengers being in a state of destitution. Mrs. Cubbins safely delivered of a daughter.

WEDNESDAY, 18TH JULY, 1866.

The life-boat being much damaged, used the gig for the purpose of saving provisions. The Captain succeeded in making only two trips; the remainder of the day having been given to the sailors, who were exceedingly fatigued and wet; to recruit themselves. This evening, it was proposed by the Captain that, if the success of Mr. Parry's party was still dubious, he would have the life-boat put in a seaworthy state, and start for the lighthouse, situated on the north point of the island, to see what means could be adopted to communicate with some place where assistance could be procured. Some provisions and passenger's luggage landed this day.

THURSDAY, 19TH JULY, 1866.

The captain continued to do his utmost to save as much provision and luggage as possible, the gig being used for that purpose.

FRIDAY, 20TH JULY, 1866.

At 9.45 a.m. the captain left us in the life-boat, manned by the carpenter and four sailors, and proceeded on his mission to the northern part of the island, where the lighthouse is situated. Mr. Parry, carpenter, and crew doing their utmost to save as much provision and luggage as possible.

SATURDAY, 21st JULY, 1866.

Mr. Jones, carpenter, and crew employed in saving what they could from the ship. At 2 p.m. Mr. Hickmott arrived here from the lighthouse, bringing a letter from Captain Owens, which informed us that he arrived at the lighthouse at 6 p.m. yesterday, and that the party under Mr. Parry had reached the lighthouse some hours previous, and that four of that party had already proceeded, in a life-boat belonging to the lighthouse, to Melbourne. The consternation in our camp when they heard that succour was at hand is indescribable. Mr. Hickmott performed the trip in 15 hours. At 9 p.m., a light was seen in the offing, and shortly afterwards a blue light, supposed to be Captain Owens returning. The crew, followed by some passengers hurrahing, went to the landing rock, and at 9.30 p.m., Captain Owens landed, and walked up to camp, where he was received by the whole community with three hearty cheers and one cheer more.

SUNDAY, 22nd JULY, 1866.

The boat the captain went in was so leaky the whole way up to the lighthouse, that it required two men constantly bailing to keep her free. On his arrival at the lighthouse, she was hauled up to make some temporary stoppage to the leak by soaping the seams, but on her return trip, before she got out of the surf, the soap was washed off and she was as bad as ever. This day she was placed again in hands of the carpenter. A preparation was made by carrying a kedge and line to the offing, in anticipation of a steamer coming. Prayers were appointed to be read this morning, and a general thanksgiving rendered to the Father of Mercies for our deliverance; but so many destitute women and children coming to our hut for articles of clothing, shoes, &c., the Doctor was fully occupied in clothing the naked in the forenoon, intending to have a meeting in the evening, but heavy rain prevented this intention, though, no doubt, many returned thanks privately for our miraculous preservation, as this coast is strewn in all directions to a great distance with sunken rocks. Had the ship struck on one of these rocks, not a soul would have been saved to tell the tale.

MONDAY 23rd JULY, 1866.

Mr. Hickmott left this morning with 117 single men passengers for the lighthouse, as they were well provisioned there, and we on very short allowance here, being half pound flour or oatmeal for each adult. An hour after the departure of Mr. Hickmott a steamer was seen to the southward. As soon as she was near enough Captain Owens went off in our life-boat and acquainted the commander of H.M.C. steamer *Victoria* with the localities. At 11 a.m. she anchored about three-quarters of a mile from the wreck. Two boats were immediately lowered, and a commencement made to embark the passengers—women and children first; when the women were

embarked the men followed. During the day another steamer hove in sight and anchored shortly after, outside the *Victoria*. Some of the saloon passengers had sent a part of their things to the rocks, but there being no person to be found to assist in taking off the rest, they could not proceed. The embarkation continued until 4 p.m., and just before dark the two steamers got under weigh, leaving behind Captain Owens, six saloon passengers, six second-class passengers, two officers, sailmaker, carpenter, and six of the crew, in all, twenty three persons, five of whom were ladies. Our life-boat acted as a kind of bridge during the embarkation of passengers between the rocks and the *Victoria's* boats, and required to be constantly bailed out, the men in her being completely exhausted in keeping her from sinking. After the last boat left for the *Victoria* she was hauled up, assisted by every male on the island, and put bottom up on the rocks, very much shattered. The Victorian Government very humanely sent provisions to the island, and the Commander of the *Victoria* informed the Captain that he had more to place at our disposal if required.

What a change! Last night we had about 445 souls in our camp, comprising a circumference of perhaps a mile, distributed in about forty or fifty huts; some constructed of brushwood or scrub and covered with the same material; some covered with canvas washed ashore from the ship; others again with sheets, &c., &c., all hastily and hurriedly run up as a shelter from rain and wind; forty or fifty fires blazing up in all directions during the whole night to keep the cold out—in one direction children were heard crying, in another bigger ones discussing passing events in their own quaint way at the top of their voices; in another, men disagreeing, and occasionally the soft accents of dear, devoted woman endeavouring to pacify the angry parties; in another jovial songs were being sung, and in another concertinas playing lively airs. For the purpose of keeping a strict watch over the provisions, a regular watch was kept by the saloon passengers, and a bell struck every half hour, echoed by two others in opposite directions. And to-night, the community reduced to 23 individuals, peace and quietness reigning around, not a voice to be heard; no music, no songs, and the half-hour bell even ceased to tell us the half-hours which were passing away. The saloon passengers bore up cheerfully with their altered position; and the saloon ladies, young, delicate, and nursed in the lap of luxury, were seen chopping and cutting firewood, and carrying water for culinary purposes, with happy, bright faces, and laughing under all their misfortunes, heavy losses, and discomforts.

TUESDAY, 24TH JULY, 1866.

Heavy surf breaking over the rocks and landing-place, and heavy breakers over the reefs in the offing. Shortly after daylight the ship was observed bilging and twisting with the force

of the heavy breakers, giving evident signs that she could not hold out much longer. She gradually began to heel over to seaward, and at 1 p.m. a heavy breaker having passed over her, with a sudden surge she was observed to part in two. Shortly after the fore part disappeared, and by 5 p.m. nothing appeared of the after part but a few straggling timbers. Everything in her hold then broke loose, and boxes, cases, and packages of merchandise, together with planks, timbers, and beams, were seen scattered far and wide on the rocks. What a great good fortune to us that the ship did not break up whilst the mass of passengers and sailors were amongst us. The quantity of drinkables scattered along the rocks for a distance of about six miles would have acted as a magnet to some of the single men, and we should have seen drunken men perambulating the camp, stirring up strife, and fomenting quarrels, which might have ended in bloodshed, if not murder. Last Sunday shewed us, on a small scale, what mischief the free use of spirits can cause, for a few of the single men passengers went on board of the wreck, ostensibly to look out for their things, but they found cases of ardent spirits and malt liquors, which they broke open, and made use of to such an extent as to prepare them for committing deeds which they possibly would be ashamed of if sober. They landed from the ship in a shameful state, and, joined by some of the sailors who were also intoxicated, began to fight and quarrel in the camp, blows were exchanged, blood was shed, women running between, and imploring them to be quiet, until after a great deal of trouble, the Captain and Doctor managed to send each to his own hut.

WEDNESDAY, 25TH JULY, 1866.

All went on quietly in our camp. Sailors employed under their officers in picking up what was on the rocks, and placing them above high-water mark. Unpleasant rainy weather; damp beds and blankets; discomfort all around.

THURSDAY, 26TH JULY, 1866.

At 11 a.m. H.M.S. *Victoria* appeared in sight, and had some difficulty in finding where we were located, as no wreck was visible, and we were stupid enough not to light fires. Captain Owens, as soon as she was near enough, went off in our life-boat, when shortly after she anchored, and sent her boats in to rescue us from our direful position. There was a high surf on, and by 6 p.m. the last boat with the passengers and luggage, all more or less drenched through, reached the *Victoria*, when she got under weigh. We cannot speak in too high praise of the kindness shown by Captain Norman to one and all of us—especially to the ladies—placing his own cabin and everything that could be of use to them at their disposal. Some who were thoroughly drenched, he lent his own clothing to—for all he had kind words and sympathy—and his example was followed by all his officers, and by every man on board of H.M.S. *Victoria*.

THE STEAMERS VICTORIA AND PHAROS SENT TO THE ASSISTANCE OF THE PASSENGERS.

Intelligence reached the Government, about nine o'clock on Saturday night, the 21st inst., of the total wreck on King's Island of the emigrant ship *Netherby*, 944 tons, Captain Owens, from London, bound to Brisbane, and the existence of the whole of the passengers and crew, nearly 500 souls, principally women and children, in a state of semi-starvation on the island. The information was brought to town by Mr. Parry, second mate of the ship, who, in a boat, assisted by two passengers, reached the coast near Mr. Roadknight's station, somewhere in the vicinity of Barwon Heads, from whence he proceeded to Queenscliff, and communicated to Captain Ferguson, the harbour-master, the particulars of the disaster. In passing through Bass's Straits, the vessel struck on the south-west point of the island on Saturday week, and became a total wreck. For some days previous to the catastrophe, the captain was unable to get an observation, and his precise position was therefore unknown. About seven p.m., on Saturday night, the look-out man reported land ahead, and immediately after the vessel struck heavily. The night being dark, and the weather tempestuous, the nature of the coast could not be ascertained, but some notion was formed of its rugged character from the beating of the surf which was painfully audible. A scene of indescribable confusion followed. The captain, upon ascertaining that the vessel had received irreparable injury, and finding shoal water around him, encouraged the passengers to hope that with the morning some means of landing might be found. With the morning's light the hopes of the passengers revived, upon ascertaining that the coast, though lugged by a heavy surf, was low, and that with care they might reach it in safety. The ship was hard and fast, with her back broken, in shoal water; and as nothing could be done to relieve her, or save anything from her, the captain and crew prepared to land the passengers. This was a work of time, owing to the inability of the boats to get near the shore, the women and children requiring to be carried through the surf; and the whole of Sunday and Monday was occupied in placing the passengers in safety. It was found impossible to save anything from the ship, and their condition was miserable in the extreme, but providentially twenty barrels of flour, which were cast overboard, drifted ashore, and afforded temporary sustenance. Upon ascertaining his position, the captain found he had been wrecked on the south-west portion of King's Island, and somewhere in the vicinity of the spot where, some time ago, the *Flying Arrow* and *Catarque* were wrecked. The lighthouse belonging to the Tasmanian Government, on the opposite

side of the island, and some thirty miles distant, afforded hope of succour; and the second officer, Mr. Parry, and some passengers volunteered to cross the island and notify to the lighthouse-keeper their distress. The lighthouse was reached on Thursday, and a small whaleboat was brought into requisition, in which the officer and two passengers undertook to cross the straits and obtain relief. The boat made the coast, near Mr. Roadknight's station, about six p.m. on Friday, and a horse being provided, Mr. Parry reached Queenscliff on Saturday evening, and put himself in communication, through the electric telegraph, with the harbour-master at Williamstown, as the representative of the Government.

Immediately on the intelligence of this wreck coming to the knowledge of the Government, they very promptly took measures for the relief of the passengers by sending to their aid the *Pharos* and the Government steam-sloop *Victoria*; the latter under the charge of Commander Norman, with a quantity of provisions, consisting of 2,000 lb. of meat, 400 lb. of bread, 1,300 lb. of potatoes, 100 lb. of vegetables, besides a large quantity of stores belonging to the vessel. This steamer has been lying idle for some time, with only men enough on board to keep her clean and in trim, so that the order for her departure coming so suddenly, great difficulty was experienced in getting a proper complement of men; but, by the energetic measures of Commander Norman and Lieutenant Woods, of the naval training ship, the required number was obtained. The latter officer, and the whole staff of men and boys of the training ship, were on board the *Victoria* from four o'clock a.m. on Sunday, and rendered valuable assistance in preparing her for sea. Everything being finished, the boys, &c., were transferred to their own vessel. At eleven o'clock the anchor was hove up, and the vessel proceeded to Sandridge, for the purpose of taking in a lot of blankets, which were ordered to be ready there; but, after waiting a short time, Commander Norman, seeing no indication of the arrival of these articles, ordered the vessel to be got under weigh. The weather was very favourable, and after passing through the Heads, the breeze freshened, and the vessel's head was turned in the direction of King's Island. About four o'clock on Sunday afternoon a nasty drizzling rain came on, which continued throughout the night, so that when the steamer sighted King's Island light at a quarter to ten p.m., the captain thought it wise to stand away under easy steam, and wait for daylight. When the morning came, she proceeded along the coast, which had a very unprepossessing appearance; the land is low, and the shore is bounded by rocks, which appeared to be granite; and at half-past ten, on rounding a point of headland, smoke was seen in the distance, and shortly afterwards, the hull of the wrecked vessel. At a quarter past eleven, the steamer came abreast of the wreck, and dropped anchor about a cable's length from the shore, when the captain of the *Netherby* went on board in a

small boat, which its crew had much difficulty in keeping afloat, one of them being constantly employed in bailing her out. The *Victoria's* pinnace and cutter were immediately launched and manned, and sent on shore with provisions for those who were to remain behind, and to fetch the rest on board.

THE SCENE OF THE WRECK

Is Fitzmaurice Bay, which is almost encircled by reefs of granite rock rising in sharp and serrated peaks above the water. The *Netherby* lies broadside on to the rocks, about 300 yards from the shore, her head to the northward, with deck to seaward. The masts are cut away, and she is evidently broken-backed, and cannot last long in her present position. She is slightly sheltered from N.W. winds, but so exposed from W. to S. that a gale from that quarter would break her to pieces in a few minutes.

THE VOYAGE AND STRANDING OF THE NETHERBY.

The *Netherby* was a first-class ship, British built, 941 tons register, belonging to the firm of Messrs. James Baines and Co., Liverpool. Left the East India Dock, London, on the 31st March, 1866, with Government emigrants, for Brisbane, Queensland, and a quantity of general cargo, and after calling at Plymouth to make up the complement of passengers, she sailed on the 13th of April, and proceeded on the voyage without anything memorable occurring until the 19th of June, being then in lat. 40.27 S. long. 44.42 E., when a succession of gales were encountered, commencing at N.E., veering round to N., N.W., and W., generally shifting suddenly and without abating in violence and strength, rising a dangerous cross-sea, which washed away everything moveable about the deck, smashing in the saloon skylight on the poop; poop ladders, booby hatches, water-closets, bulwarks rails, and everything moveable was swept away, until the ship wore the appearance of a wreck. Main and after hatches were for several days closely battened down, the whole of the passengers passing up and down through the fore hatch. From the 5th July better weather was experienced; wind generally prevailing from N.E. to N.N.W. with squalls. During the voyage there were two births; and two children, who were sickly when they came on board, died; these were the only casualties. At half-past seven p.m., on Saturday, the 14th inst., the captain was at supper, when Mr. Jones, the chief officer, called him on deck, and stated that there were breakers a-head. Captain Owens immediately went on deck, and ordered the helm to be put hard a-port, which was done, but the vessel immediately afterwards struck, and within an hour her lower deck was flooded. The

night was pitch dark, and nothing could be seen but the white breakers around. Shortly afterwards the moon rose and the land was plainly seen. The chief officer took a boat and went to see if a landing place could be found, but came back disappointed; so the shipwrecked people were obliged to wait for daylight, when the mate landed, taking with him a hawser, one end of which was fastened to an anchor placed in the crevices of the rocks, the other end being fastened to the ship. By this the boats were pulled to and fro, and two-thirds of the passengers had been landed when two of the boats were dashed against the rocks and smashed, leaving only one to do the work. By three o'clock p.m. everybody was ashore but the captain, the surgeon-superintendent, and some of the crew, who remained on board to cut away the masts, float the sails ashore, and send provisions which had been got up during the night. Everybody slept on the island that night without having any cover to shelter them from a nasty drizzling rain; the only thing they could do was to light several fires, and lie around them, wrapped in blankets, or whatever they could find. Next day (Monday), all hands set to work, and erected several tents with the sails and brushwood, which was very plentiful, sufficiently so, indeed, to allow of a compartment being constructed for each family. During the same day the second mate was sent away to the lighthouse, with letters to the Chief Secretary and agents of the vessel. All the provisions saved only sufficed to allow of a quarter of a pound of flour a day to be served out to each person, and a little biscuit and tea for the women and children. One day a box of preserved meat was washed ashore, but it was so little that only a few were enabled to partake of it. There were plenty of kangaroo on the island, but after shooting a few the ammunition became exhausted, and the shipwrecked people had to depend on the flour. Very little luggage was saved by any of the passengers; some of them not getting their blankets, some even nothing but what they stood in; and what was saved was damaged by the salt water. They had heard that a steamer was coming to their assistance, from Mr. Hickmott, one of the lighthouse staff, who walked across the island to give them the information, and bid them be of good cheer. The day after the landing, one woman gave birth to a girl, and both mother and child are doing well.

THE EMBARKATION.

The boats of the *Victoria* were guided by the hawser leading from the wreck to the inner barrier of reefs, where they had to stay. Everywhere around was strewed a quantity of broken utensils and other things, while on the reefs lay the two staved boats, which are now only fit for firewood. In one spot a lot of

flat rocks lead from the shore to the reef, forming stepping-stones for the poor people to walk upon ; but at the end of this they had to cross a channel about 20 yards wide, where the water is three feet deep, and through which the surf rolled continuously, making it very difficult, except in the intervals between each roller, to walk. It was melancholy to see the poor women, some of them old and decrepit, dragging themselves through the water, while perhaps alongside of them was the husband and father, with one child on his back and another in his arms. Some of the men took females on their backs, but this was found to be too dangerous in consequence of the surf. After crossing this channel, they came on to a small heap of rocks, by which they were separated from the reef, alongside which the boats were stationed, in a narrow channel about four feet wide, through which the water rolled with terrible force. Men had to be stationed on each side of the passage to help the women and children across. When safely fixed on the reef, the poor sufferers (women and children first) were, with some difficulty, placed in the boat. On this reef, waiting for their turn to be placed in the boat, were men, women, and children, all huddled together ; some of the latter, who had been, perhaps, brought over by strange men before the mothers, crying piteously for their parents ; mothers calling for their children, all wet through ; while, to make everything more dreary, the waves, dashing against the rocks, would cast their spray over all, drenching them to the skin ; all this, I say, formed a scene truly heartrending. One poor woman, in crossing the channel, had a narrow escape from drowning ; a roller coming suddenly against her, she lost her footing, but, before being washed away, a man fortunately caught hold of her and carried her across. Several were in a very weak state, and had to be assisted in the same manner. It was a fortunate thing that there was very little wind, for, as it was, the labour to keep the boats off the rocks was heavy ; but, had there been any strong breeze no boat could have lived, and the poor sufferers could not have received any aid. The whole circumstances in connection with the wreck seem miraculous ; for had the vessel struck on another reef which ran about a mile into the sea, a little to the left of her, or had there been any wind, all hands on board must have inevitably perished. Altogether, there were 230 souls placed on board the *Victoria*. It would have gladdened the most callous-hearted to have seen the joyful expression on the countenances of these unfortunate beings. When safe on board, one female uttered the words "Thank God," and immediately fainted ; but, on restoratives being applied, she soon recovered. Several others were in a very exhausted state, and for these Captain Norman had ready wine and spirits. Plenty of good hot soup and bread and beef had been already prepared, and was distributed among all as they were severally put on board ; this was received with loud expres-

sions of thanks and gratitude. But still they all looked in a pitiable condition, and their wet clothes were taken off, and lines having been put up in the engine-room, they were hung there to dry. The poor woman who had been confined on the island, and who was very weak, was, by the kind orders of Captain Norman, placed in his cabin, and everything that the ship afforded was given for the comfort of those who so much needed it. When 230 had been put into the *Victoria*, the *Pharos* arrived and stopped a short distance from us. There were then about 60 remaining to be taken away, as the captain and crew of the *Netherby* intended to start across the island with provisions for the passengers, numbering 117 single men, who that morning had gone to the lighthouse. The 60 persons at the wreck were, therefore, placed on board the *Pharos*. On inquiring whether all was ready, it was found that a few of the first-class passengers were still on shore, upon which a message was sent requesting them to come on board as quickly as possible, to which an answer was returned by a Mr. Townsend, to the effect that he had not packed his luggage. Another message was sent by Captain Norman, informing him that the vessel would sail immediately; the answer was, "that he would not go with that rabble," and I did hear that he had deputed one of the passengers to represent his case to the Government, and get another vessel sent for him. Through his obstinacy, a few others also remained behind, but they were willing to come if he would.

THE RETURN.

At half past four p.m., everything being ready, we started on our return, the *Pharos* following. Soon a great black cloud came hovering o'er us and the rain came pattering down; an unfortunate thing for those crowding our deck, who would have no shelter during the dark and dreary night; but our anticipations were agreeably disappointed, for in a few minutes the glorious rays of the setting sun shone forth, a gentle breeze set in against us, the black clouds were carried over our stern, and a fine evening ensued. Shortly after sundown, tea was provided, consisting of meat, bread, tea, and potatoes, *ad libitum*, the latter being enjoyed amazingly after their protracted abstinence from it. Supper being over, all patiently awaited the drying of their clothes, and during this period they certainly exhibited a motley group. Men and women appeared without shoes or stockings; some of the latter without much more covering than a shawl. When those who possessed any extra clothing had got their garments dry, an hour or so was allowed for a promenade. It was a beautiful moonlight night, and it was easy to discern the beneficial effects of kindness and good food, by a certain degree of gaiety which soon became

visible. As soon as the time for promenading had expired, the women and children were placed on the lower fore-deck, where the sailors' hammocks and several other things were given up for their comfort. The men, and some of the females who preferred it, slept on deck, tarpaulins and spare sails being made available in substitution for blankets. Presently, all was quiet; the day's exertions and their past troubles operated on the voyagers, and they all slept in the confidence that they were in safety. We passed through the Heads again at five o'clock on Tuesday morning, and steamed up the bay; but when abreast of the light-ship at eight o'clock, the Captain thought it necessary to anchor for a while, until a heavy fog which prevailed should have cleared away. Accordingly, the anchor was dropped, and we lay still for about two hours. During this time the decks presented a scene like a beehive; all were on deck occupied about something. Here you would see a mother washing her children, there a young girl employed in fixing the feathers on her hat; in another a man would suddenly appear evidently revelling in the thought that he was a gentleman, by having changed his corduroy suit for a black coat and beaver hat; while around were the children, well-fed and caring for nothing, running about as happy as possible, and merry as crickets. About eleven o'clock the fog cleared off enough to allow of us moving, and we proceeded alongside the breakwater at Williamstown, where all were landed, and taken by special train to Melbourne, and lodged, some in the Exhibition Building and others to the Immigration Depot.

ARRIVAL AT MELBOURNE.

Immediately upon their arrival in Melbourne, the bulk of the immigrants was conveyed to the Exhibition Building, William-street, by the cabmen assembled in the vicinity of the station, for which service the men unanimously declined to receive any remuneration. About three o'clock they were provided with a substantial dinner, the preparation of which was accomplished by means of a cooking range, improvised for the occasion in the rear of the building, and which proved itself quite capable of satisfying the heavy demands so unexpectedly made upon its resources. Scarcely had the people been housed in their new temporary habitation when presents—not perhaps of much intrinsic worth, but valuable as indicating the general sympathy of the public with the sufferers by the calamity—began to be received. It is scarcely possible, within the short period which has yet elapsed since the succour of the unfortunate people, to specify the gifts thus presented; but amongst them were a load of apples and other fruits presented by Mr. Hadley, late member of the Legislative Assembly, who rendered valuable assistance throughout the day; a number of periodical publications, the donations of Messrs. Robertson and

Stephens; and a couple of cases of porter, contributed by the Hon. J. G. Francis, for the use of the women, and more especially of those acting as nurses. One of the most interesting, though not, perhaps, the most important contributions, to the little stock of comforts realized by means of these voluntary offerings, consisted of half-a-dozen of new-laid eggs, presented by an elderly lady who thought they might prove beneficial to some of the weaker members of her own sex. Very soon after the arrival at the Exhibition Building, the bulk of the involuntary immigrants was disposed of in a very orderly manner, under the superintendence of Mr. Lesley A. Moody. The arrangements for the reception of the people, taking into consideration the brevity of the notice of their arrival, were in the highest degree creditable. Provision had been made for every contingency capable of being reasonably foreseen, even to the furnishing of a temporary hospital, for which, it is to be regretted, some few occupants have already been found. The classification was quite as good as could have been anticipated, under the circumstances, and certainly not inferior to that of Government immigration ships. At seven o'clock, a substantial tea was provided, and soon afterwards the bulk of the immigrants retired for the night. The total number of persons received at the Exhibition Building was 287, and the list was made up of 105 men, 86 women, and 96 children; but in addition to this number, there were 15 single women sent to the Government Immigrants' Home. The accommodation of the building, utilised as it was to the utmost, was more than sufficient to meet all the claims made upon it; and the immigrants enjoyed, at the time of retiring to rest, at least a reasonable prospect of more comfort than is generally attainable at sea. It is to be regretted that symptoms much resembling those of English cholera have been exhibited by some of the passengers, no doubt in consequence of the recent exposure. The gentleman who recently came out, in medical charge of the ship *Star of India*, and Dr. M'Crea, voluntarily undertook the management of the hospital department, and up to a late hour last evening there seemed to be no grounds for apprehending any serious illness amongst the shipwrecked people. In addition to the passengers lodged in the Exhibition Building, several first and second class passengers occupied quarters at Tankard's Temperance Hotel. Amongst them were Messrs. Vincent (1st-class), Wall, M'Gill, Lockhart, Mr. and Mrs. Grimes and two children, and Mr. Duprez. Some 160 men still remain on the island. As soon as the *Victoria* and *Pharos* had discharged the immigrants brought up by them, the commanders of the respective vessels, in accordance with orders from the Commissioner of Customs, at once proceeded to coal, take in more provisions, and prepare for a return to the scene of the wreck to bring off the remainder of the passengers.

PUBLIC SYMPATHY.

The passengers by the wrecked ship *Netherby*, located in the Exhibition Building, have been visited by a good many persons, instigated either by benevolence or curiosity, to inquire into or inspect their condition. It is gratifying to be able to state that, as far as practical experience affords an opportunity of judging, the more honourable of the two motives was in the ascendant. Contributions of many necessities, of considerable value in the aggregate, were sent in, for the relief of the unfortunate people; and though we have been unable to obtain a list of all the donors, as many gifts were sent in anonymously, it seems but fair to mention those whose names are recorded by the officers in charge of the establishment. The Messrs. Degraes sent in ten bags of flour; Mr. Hosie, confectioner, a number of buns for the children, which were duly distributed, to the evident gratification of the youngsters; Messrs. Smith and Son, a bag of biscuits; and Messrs. Rees, R. Palmer and Co., Firth, Schoohberg, John Walters, Low, Clements, Greaves, Aldwinckle, Sargood and Co., Mrs. T. Fellows, and Messrs. Tyson and J. Barlow, clothing; and Mr. M'Kenzie, a quantity of boots and shoes. The latter articles, it may be observed, are those most required by the unfortunate people, as those they are possessed of have been for the most part more or less injured by sea water. The majority of the people have expressed a determination to take up their abode in Victoria, in preference to proceeding to their original destination in Queensland; and, yesterday afternoon, some of them applied to the authorities at their temporary home for leave to accept employment out of doors, a privilege which will doubtless be conceded to them.

PUBLIC MEETING AT THE CRITERION HOTEL.

A public meeting, convened by His Worship the Mayor of Melbourne, was held at the Criterion Hotel, for the purpose of organising a committee, to raise subscriptions to supply the immigrants per *Netherby* with such clothing and other necessities as it was known they required.

The attendance, though select, included most of the influential mercantile firms in the city; and several clergymen, of various denominations, were also present.

His Worship the Mayor, on taking the chair, at the request of the meeting, explained the purpose for which he had convened it. He said he felt assured they would all agree with him that an appeal should be made on behalf of the sufferers by the wreck of

the *Netherby* to elicit the support of the public. A great deal had been done by the Government in giving prompt dispatch to the vessels sent to bring the shipwrecked passengers from King's Island to Melbourne, and in properly providing for them whilst here. Too much praise could not be given to the Government, and to the officials who, acting under their direction, were instrumental in affording relief. (Cheers.) The conduct of the second officer of the *Netherby* (Mr. Parry), who risked his life, and the lives of his fellow-passengers, in a small life-boat, in the passage from King's Island to Victoria, bringing intelligence of the loss of the ship, was most meritorious. Had it not been for his heroic conduct, it was more than probable all on the island would have died from starvation before the disaster could have been made known. (Applause.) It was not necessary that he should dwell upon such conduct. It spoke for itself, and appealed irresistibly to the best feelings of human nature, and it was worthy of the highest commendation. (Applause.)

Captain M'Mahon, M.L.A., moved the first resolution, viz.:—
“That in the opinion of this meeting, it is desirable that a fund should be raised, by public subscriptions, for the purpose of providing clothing and other necessaries for the sufferers by the wreck of the ship *Netherby*.” He said he considered it almost superfluous to make any remarks with a view to commend such a resolution to the approval of the meeting. It was not expected, in responding to such a motion, that large sums of money should be contributed, so as to trench upon the means or resources of the charitable. A subscription-list, widely extended, and to which all could contribute a small sum without being ashamed of its smallness, would best meet the object in view (hear); and it was such a list he hoped to see circulated, and to which all classes, he felt assured, would willingly subscribe. He could not resist the opportunity of saying that, although he was opposed politically to the existing Government, every credit was due to them for the course they had pursued; and it was not only creditable to the Government, but to the community, to think that when such calamitous wrecks occurred, we had the resources at command, and were able and willing to act in the prompt and energetic manner which had elicited such general approval. The proceedings of the Government in this matter reflected the greatest credit upon them, and would not be without its effect at home. (Cheers.) With respect to the conduct of the second officer of the *Netherby*, he thought that, when a sufficient sum of money had been raised to provide for the necessities of those urgently requiring aid, the surplus should be devoted to mark the sense of the community of his courageous conduct, as well as the conduct of those who accompanied him. There was no doubt his perilous adventure through a high sea, in a small boat, was an act worthy of every consideration and merited reward.

Mr. Butters seconded the resolution. He said the meeting had its origin in consequence of several gentlemen visiting the Exhibition Building last night; and commiserating the distress to be seen there, they thought it desirable to set some movement on foot of a practical nature, to administer relief to the sufferers. The relief to be afforded, it was considered, ought, to be effective, to be prompt; and a requisition was at once drawn up, requesting his Worship the Mayor to convene the present meeting. Not only was that step taken, but the gentlemen referred to set about collecting a sum of money for immediate necessities; and, he was glad to say the result was that nearly £250 had already been placed to the account. (Cheers.) He had seldom gone round the city asking for money for an object of this nature, and met with such universal sympathy, and readiness and willingness to support him. (Applause.)

The resolution was put, and carried unanimously.

The Hon. Alexander Fraser, M.L.C., moved the second resolution, namely:—"That for the purpose of collecting and applying such subscriptions, the following gentlemen be appointed as a committee, with power to add to their number, namely: His Worship the Mayor, Councillors Butters and A. K. Smith, Mr. Baillie, M.L.A.; Mr. Everard, Mr. Aarons, Mr. S. Cohen, and Mr. W. B. Stephens; and that a number of ladies be respectfully requested to act as a committee to distribute amongst the women and children the clothing and necessaries furnished by the benevolent, or procured with the funds to be raised by subscription." He thought there was no occasion for him to add to the remarks already made with reference to the object of the meeting. It was creditable to the Government and to all concerned, the manner in which the relief had been effected; and he thought it ought not to be forgotten that they owed a debt of gratitude to those who so ably and nobly took the matter up at midnight, and sent succour where it was so greatly needed. He was glad of the opportunity of taking part in such a movement; and he quite concurred in the view that it was desirable that gentlemen anxious to help in the good work should not contribute largely, but, by making the subscription list general, small sums of money, spread over a large number of persons, would be found better than large contributions from a few. He said he would like to know something of the position of the immigrants, and how they were situated, and what the nature of their requirements. He had been informed there was not so much want as was supposed. The females were without clothing, but otherwise they were provided for; and everything they wanted had, with that exception, been furnished. At the same time, there was need of clothing; and to call upon the ladies to lend their assistance was an opportunity they would be too glad to seize. They were always foremost in every good work, and he was sure they would be so on this occasion.

Mr. Charles Bright seconded the resolution. He observed that it was scarcely necessary he should say anything. He quite concurred with the observations of Captain M'Mahon, that the Government had shown a disposition to afford relief to the passengers on board the *Netherby*, but it was an act of necessity on their part that they should do so.

Mr. Patrick O'Brien thought the motion should be slightly altered, as it referred only to making provision for the females and children.

The Mayor explained that the object of a ladies' committee was to distribute the contributions received, as they were considered best fitted for that purpose, and understood better the requirements than gentlemen could do.

Mr. Fitzgibbon said the names mentioned in the resolution were those who were at the Exhibition Building the previous night, and had been instrumental in collecting subscriptions and in requisitioning the meeting. Any other names could be added at the close of the meeting.

The resolution was put and carried.

Rev. W. Ornstein moved the third resolution, namely, "That it be in the power of this committee to present to Mr. Parry, and to those who accompanied him on the voyage in an open boat from King's Island, a suitable testimonial of the admiration entertained of his and their heroism in their effort to procure assistance for their shipwrecked fellow-seamen and passengers; and that in the event of any surplus remaining of the funds after providing for the reasonable requirements of the sufferers by the wreck of the *Netherby*, it be in the power of the committee to appropriate such surplus to the relief of sufferers by shipwreck of any vessels sailing from this port." He said he did not think they could hold out too much encouragement to those who endeavoured to save the lives of others. Though he knew very little of the circumstances under which Mr. Parry had acted, he felt confident that anyone who, in a stormy sea, would venture his life in an open boat to relieve his fellow-creatures, was deserving of his warmest thanks and sympathies, and that to such a man should be given some public mark of approbation of his conduct. It was necessary, not only as a reward to those who performed such meritorious actions, but as an incentive to others to act in a similar manner. He trusted the subscriptions would be such as to enable the committee to present Mr. Parry with a testimonial worthy of his deed; and he felt satisfied from the good beginning that had been made, the committee would be able to show how heroism was appreciated in the city, and how the noble conduct of Mr. Parry had gained for him the praise and commendation of every right-minded and good man. (Applause.) He hoped the subscription list would not only enable the committee to do that, but that a surplus would remain as a nucleus of a fund to be applied to any such cases, should they unfortunately occur.

Mr. James Graham (Graham Brothers) seconded the resolution. He considered too much could not be said in favour of Mr. Parry's heroic conduct, which was worthy of his profession as a British sailor. (Cheers.) He hoped that a large sum would be collected. The object of the motion, he understood to be to prevent the necessity of any further meeting being convened in case of a surplus of funds. He understood there was a surplus from the *Admella* and Taranaki funds at present in the banks, which might be made available.

The Mayor: Not of the *Admella*.

Captain M'Mahon considered the hint thrown out worthy of consideration, and suggested that the meeting should pass a resolution, to be presented to their Honours the Judges, urging that the Taranaki fund should be appropriated towards the commencement of a permanent fund for accidents of this kind, and that subscriptions be collected and be added thereto; and from such fund sufficient sums be taken to meet the present case. He felt satisfied the Judges would approve of the step. The subscription was made, not to alleviate the sufferings of any particular class, but of those who experienced shipwreck; and if a resolution was submitted to the Supreme Court, the Judges would, no doubt, be happy to consider it, and, in the urgency of the moment, would act with expedition. The Attorney-General would, in all probability, concur in this view. (Applause.)

Mr Fraser considered there was something invidious in the resolution, for if the sum subscribed was not sufficient for the relief of the passengers, what could be done with respect to marking the sense of the meeting of Mr. Parry's conduct? He thought there should be a separate fund, and he was afraid the resolution, as it stood, would not work well.

The Mayor explained his experience with respect to one or two charitable objects—the *Admella* fund in particular. There was a large amount subscribed to send relief to those passengers, and the amount was considerably larger than the committee disbursed—something like £600; and as the committee had no power by resolution, they were unable to do anything with the surplus until another meeting had been called, when it was proposed the money should be given to the Sailor's Home, and it was a nucleus of that institution, which did honor to the colony. The second part of the resolution submitted was for the purpose of avoiding any delay; and he felt assured the inhabitants of the city and suburbs would not leave the committee in the lurch for a testimonial to Mr. Parry.

Mr. Butters said the resolution did not propose to go into the question of the Taranaki or *Admella* relief funds. That was merely a subject brought forward for the consideration of the committee. The Taranaki fund amounted to £3,000, which was lying idle in the bank, and it was not possible to appropriate it, except by moving the Court in Chancery, which had been done by

a former committee. It was neglect in not passing such a resolution as that now submitted which had locked up the Taranaki fund, and it was advisable to provide against such a mistake in future. It would be a matter for the committee to see what could be done with the Taranaki fund, and, if it was possible, to get their Honours the Judges to hand it over to the new committee for such a charitable purpose. He did not altogether agree with the last portion of the resolution, limiting the relief to vessels sailing from the port. He considered they ought to be more cosmopolitan in their charitable views; besides which, the *Netherby* did not sail from this port, and the resolution would tie up the hands of the committee. He would move that the words be struck out.

The resolution was amended, by substituting the words, "relief of sufferers by any such similar calamity."

The resolution, as amended, was put and carried.

The Mayor announced that he had just received a note from the manager of the Benevolent Asylum, Mr. M'Cutcheon, enclosing a cheque for £6 12s. 6d., being the amount of contributions of the officers of the asylum for the relief of the shipwrecked. (Applause.)

Councillor Macpherson moved, and Mr. Arthur Gibson seconded, the fourth resolution, viz.:—"That the ministers of the various denominations be invited to co-operate with this meeting, and that collections be made in all churches in the city and suburbs on Sunday, the 29th inst., on behalf of the shipwrecked passengers by the *Netherby*."

Rev. Mr. Becher said, so far as he could personally assist, he would be most happy to do so, and considered it a privilege to aid in the work. But, with regard to promising collections in the churches on any particular day, it was not in his power, or in the power of any minister of the church to which he belonged, as such matters were left to the churchwardens, who had the control of the funds.

After some consideration of a proposal to delay making collections in churches for a week, it was ultimately agreed to leave it optional to make collections in churches; and the resolution was amended, to invite the co-operation of ministers in the cause.

The resolution, as amended, was then put and carried.

Captain M'Mahon then moved that it be referred to the committee to communicate with their Honours the Judges respecting the distribution of the Taranaki Relief Fund, with a view to its being made the nucleus of a fund for the relief of shipwrecked persons.

Mr. D. S. Campbell seconded the motion, which was put and carried.

The meeting appointed the Mayor and Councillor Butters as honorary treasurers, and Mr. John Shillinglaw as honorary secretary.

Mr. Moody, of the Customs Department, explained that there had been a large number of contributions forwarded to the Immigration Office and to the Exhibition Building, for distribution amongst the sufferers, and it was desirable this distribution should take place at once. A number of ladies had been at the Exhibition Building, and active in contributing and obtaining contributions, and they had suggested that he should appoint a time for the distribution, which he had hesitated doing, thinking a ladies' committee would be named by the meeting, so as to relieve him of the invidious position of distributing the supplies. He would suggest that an advertisement be put in the papers, requesting those ladies who took an interest in the distribution to meet at the Exhibition Building to-morrow, at 11 o'clock, to distribute the things already received. That would be sufficient notice to those ladies who were kind enough to assist the cause. The greatest want amongst the immigrants was boots and shoes. Those gentlemen who were desirous of contributing rather in kind than in money, could not do better than send boots and shoes of all descriptions. He would also impress upon every one that the quicker the relief was given the better. It was to be hoped the people would not remain together for any length of time, as those who go to Brisbane would be shortly on their voyage, and those who remained might be employed. He trusted the gentlemen of Melbourne and the committee would assist him in procuring employment for those who preferred to remain. There was a great number of tradesmen, many of whom wished to remain. They had left the determination in his hands, and he would inform the committee of the result to-morrow.

Several subscriptions were handed in, and the meeting closed.

OFFICIAL REPORT OF CAPTAIN OWENS.

The following is an official report by Captain Owens, late master of the Queensland Government emigrant ship *Netherby*, with the leading particulars of the recent loss of which, on King's Island, the public are already so familiar. The narrative, it will be seen, commences with the day of the casualty.

15th July (nautical time), lat. (noon) 40.5 S. ; long. 14.32 E. (This is by reckoning, as no observation could be obtained for some days previously.) At two p.m. in the afternoon of this day, the wind from S. to S.W., thick, with some small rain. Steered N.E. by E. till four p.m., when the course was altered to N.E. $\frac{1}{2}$ E. ; slight passing showers. A little before sunset, the horizon was comparatively clear. No land appearing in view, it was not anticipated that it was so near. At a quarter-past seven p.m., the captain being at tea in the saloon, the chief officer, who was in charge of the watch, was heard to say, "hard up." I immediately got up, and on my way to ascertain what was the matter, met the chief officer on the companion, calling out for me to get on deck, when it was soon discovered that the land was close to, a little on the starboard bow. Orders were immediately given to square the main and cross-jack yards. (The courses had been hauled up, and stay-sails stowed at an earlier hour), and the ship paid off from N. E. $\frac{1}{2}$ E. to N. by W. $\frac{1}{2}$ W., when she took the ground on a bottom of rock, with about five feet more water under her bows than from the fore channels to the stern, and a high rocky shield stretching out to the westward under her bows. The port life-boat was immediately got out, under the command of Mr. Jones, the chief officer, and four seamen, to ascertain if a place could be found to land the passengers. Three attempts were made to pass a rope and anchor to the shore, but owing to the darkness of the night and the high surf breaking over the rocks, this was found impracticable, and all had to be put off until daylight. I went myself in a boat a second time, with a rope from the ship, to ease the boat end-on through the surf, and got very close; but as the breakers were so very high, we could not effect a landing. Mr. Jones, the chief officer, very gallantly offered to swim on shore, but was not permitted, as the hazard of being dashed against the rocks was too great, in the darkness of the night. The ship bilging heavily, and heeling to port—that is, to seaward—she continued about three-quarters of an hour before making any water. During this time the purser and a gang of men were busily employed in getting up provisions from the lower hold, and succeeded in saving about ten bags of bread,

and all that could be got at of flour, as well as several other articles, including medical comforts. In about three-quarters of an hour after the ship grounded, she began rapidly to make water; the crew and passengers manning the pumps, which, however, were of no avail, as in another hour she was full of water up to the 'tween decks. We remained in this uncertain position until morning, the passengers sheltering themselves where they could. The women and children in the fore cabin and saloon behaved most patiently and enduringly during this long night of suspense. The sails were clewed up but not furled, but the topgallant sails mostly blew away with the wind, which had by this time increased to a brisk gale. About ten p.m., the pinnace, in attempting to lower her over the side, was struck by a heavy sea against the main-chains, and dashed to pieces, two sailors who were in her barely escaping with their lives. At daylight, the life-boat was sent, under command of Mr. Jones, the chief officer, to make another attempt to carry out a line to the shore. After experiencing great difficulty in landing, they were ultimately successful. A rope was fastened to the rocks, and hove-taut on board, the sea breaking furiously on the shore, which was lined with rocks in all directions. About eight a.m. a commencement was made to land passengers—the women and children first, with sailors stationed on the ladder to pass them down the side in their arms. At nine a.m. the starboard life-boat was lowered down and manned, under the command of Mr. Parry, the second officer, the other being under the command of Mr. Jones; and the two boats kept busily passing and repassing along the rope, with about a dozen passengers in each boat. The landing of all the passengers was completed by three p.m., without loss of a life or accident of any kind, which was almost a miracle, as the boats were frequently half full of water, and several of the passengers had to be dragged on shore through the surf, almost in a state of insensibility. Both officers and men behaved gallantly throughout the day in managing the boats; myself and the surgeon-superintendent assisting at the gangway, and preventing too many of the passengers from rushing to the boats. This was not at all times an easy matter, as all were so anxious to rush into the boats over the ship's side; and the boats were several times nearly swamped by overcrowding. On the whole, however, the passengers behaved very orderly, and awaited their turn with great patience, under the circumstances. The saloon passengers, ladies and gentlemen, refused to go until all the other passengers were safely landed. After all the passengers were landed, attempts were made to save provisions, but out of six bags of bread put into the boat only one was landed, and that in a damaged state, and three casks of flour out of six, as the starboard life-boat containing them got swamped and smashed against the rocks, some of the crew barely escaping with their lives. Mr. Jones, the

chief officer, remained in the ship at this time in order to get out the long boat; and the port life-boat was placed under the command of the carpenter, but all the crew in her jumped on shore through the surf, declaring that they would risk their lives no longer. Two sailors, however, Demetrius Gardi, A.B., a Greek, and George Adams, A.B., an Englishman, volunteered to swim to the boat, which was hanging to the surf-rope, with only the carpenter in her. These men came and took off some of the men still on board; but the boat got swamped in an attempt at landing, and was pulled up on the rocks in a shattered condition. The chief officer, and some of the crew that remained in the ship, next got into the captain's gig, the only boat now remaining; and after cutting down the three masts to relieve the vessel as much as possible, as she appeared fast breaking up and heeling over much to port, we all left in the gig and landed about five p.m., and each had to shift for himself as best he could. The passengers already had temporary huts, made of the brushwood, to shelter them from the inclemency of the weather, and fires were kindled here and there to warm them after they had been drenching wet. No provision was served out this day, but, to our great joy, a spring of fresh water was discovered a mile and a half from the camp, sufficient to supply all abundantly. When the gig was being launched up over the rocks to a place of safety, the long-boat was seen floating from the ship, having tumbled out of the skids, and driving in shore before the breakers; but, before reaching the beach she was dashed into fragments. Throughout this day a strong wind from S.W.

16th.—After having held a consultation with the surgeon-superintendent, and several of the leading gentlemen of the saloon and second cabin, it was considered advisable to dispatch a party overland to the lighthouse on the north part of the island, to ascertain if communication could be effected with the main land by telegraph, which was known to exist a few years previously. Consequently, Mr. Parry, the second officer, with a party of volunteers, gentlemen of the second cabin, were sent off, about seven a.m., with a fistful of small bread each, as the only scanty supply of provisions which could be spared, bearing three letters—one from the surgeon-superintendent to the Colonial Office, in Melbourne, and two from myself; one to Bright Brothers, of Melbourne, requesting immediate assistance; and another to the superintendent of the lighthouse, asking what supply of provisions he could spare in case of urgent need. When this party went away, we directed our attention to the landing of provisions, landing as much as possible for the famishing passengers. We succeeded in saving, this day, eighteen casks of flour, six bags bread and a quantity of passengers' luggage. Rations: half-pound flour, and biscuit given in addition to the women and children. On landing the provisions, eight

constables were appointed to keep watch throughout the night, to guard them from pillage; the saloon passengers keeping watch likewise, and striking a bell every half-hour, which was answered by another bell at the provision depot; the constables having orders to toll back in case of any rowdies attempting to force past during the night. During this day the passengers were formed into messes, and each mess erected a temporary hut for itself, consisting of a framework of boughs, covered with sails, table-cloths, or anything that could be got, so that they enjoyed comfort as compared with the previous day, and the greatest order prevailed until night fell.

17th.—As soon as the life-boat was temporarily repaired, as was required after her having been knocked about amongst the rocks, the officers and men exerted themselves to save more provisions, and a quantity of passengers' baggage, the passengers greatly needing it, as many were in a state of great destitution, especially the women and children who had come ashore as they stood, without any change of raiment or a blanket to give them at night. Those who had anything to spare distributed it freely to the most destitute. Rations: $\frac{1}{4}$ lb. flour, a little oatmeal, and $\frac{1}{4}$ lb. salt meat, which had been saved, to each adult daily.

[The records of the 18th and 19th are in a great measure similar to those of the previous day, though not destitute of features of interest.]

20th.—Being in great suspense as to the arrival of the expedition at the lighthouse, it was decided that I should leave in the life-boat for the lighthouse. The sailmaker and four sailors volunteered to accompany me. We started about ten a.m., and arrived at the lighthouse at six p.m., when we found that Mr. Parry and his expedition had arrived on the previous day about noon, and Parry and three of the party had already left for Melbourne in a life-boat belonging to the lighthouse, kindly lent them by Mr. Spong, the superintendent. A messenger was accordingly despatched about ten p.m., bearing a letter to the camp, informing them that succour was soon to be expected. On the following day, at eight a.m., after stopping the leaks in the boat, which kept two men baling, she was so shattered by rough usage, we started and arrived at the ship at ten p.m., where we were received by the passengers with three hearty choers. I found that Mr. Hickmott had arrived there about — p.m., bearing the good news, and the joy of the camp was not to be described, tears of gratitude being shed in abundance.

22nd (Sunday).—At nine a.m., the boat was sent to run out a rope and kedge to seaward, in anticipation of the arrival of the steamer, to enable the boats to clear the breakers. After this, prayers were appointed to be read, and a general thanksgiving rendered to the Father of all mercies for our very providential delivery; but so many destitute women and children came into

our little but few articles of clothing and some small shoes, which had been washed on shore from the wreck, that the doctor was fully occupied in clothing the naked in the forenoon. We then intended to have a meeting in the evening, but heavy rain prevented us from having a public service, though, no doubt, many returned thanks privately for our miraculous preservation, as the coast was strewn in all directions with sunken rocks to a great distance off; and had the ship struck on one of these rocks, not a soul would have been saved to tell the tale.

23rd.—A party of 117 single men were despatched to-day to the lighthouse with Mr. Hickmott, as a scarcity of provisions was anticipated if succour should not be soon forthcoming. At nine a.m., to the joy of all in the camp, a steamer was seen approaching from the southward. The life-boat was sent to meet her, and she proved to be H.M.C.S.S. *Victoria*, commander Norman, who brought us beef, mutton, biscuits, and soft bread for our support, and her kind commander offered to supply us with every thing we required. About eleven a.m., the women and children were sent off first, passing over the long-boat as a bridge between the steamer's boats and the rocks. It was amusing to see how careful the sailors were in carrying the ladies through the surf, and especially one woman with a young baby in her arms. At three p.m., another steamer appeared in sight, coming from the northward. She proved to be the *Pharos*, and took off a few boats-full. About five p.m., the saloon passengers were ready to start off, but there were none to be found who would take down their luggage. The life-boat was almost full of water, and many of the men were exhausted. Orders were given to haul the boat up on the rocks, which was done by all on the island, but the boat was in a very shattered condition. The steamers then got under weigh, and started to the northward. At six p.m., mustered all hands, and found still remaining in the camp 23, viz., 11 ship's crew, master, officers and men, and 12 passengers, 7 males and 5 females. Provisions this night in abundance.

21th.—Wind west to north. Very heavy surf breaking heavily on the rocks, and heavy breakers over the reefs in the offing. At daybreak the ship was observed bilging and twisting with the force of the heavy breakers, and giving evident signs that she could not hold out much longer, as with every surge she appeared to heel more and more, until nearly on her beam ends. About one p.m., with the force of a heavy breaker, she was burst apart amidships, the fore part falling over to seaward, and soon disappearing. By five p.m. nothing of her after part appeared but a few bare timbers. The contents of the hold, together with the planks, booms, timbers, &c., were soon floating towards the shore. The crew were in attendance to save as much property as possible, but the cases of merchandise and passengers' luggage were dashed to pieces against the rocks before they came within

reach to save them. It was observed that all the *debris* from the wreck was carried to the south, along the coast, and none at any time to the north; proving that there is a very strong southerly current prevailing along the west side of the island, which undoubtedly contributed much to carry the ship out of her course.

26th.—On this day the *Victoria* and *Pharos* returned, and took away the remainder of the passengers, calling first at Franklin Harbour, and arriving at the lighthouse before noon. They then sailed for Hobson's Bay, where the *Victoria* arrived about midnight, and the *Pharos* a couple of hours later.

(Signed) OWEN OWENS.

THE CREW OF THE *NETHERBY*.*To the Editor of the Age.*

SIR,—Permit me, through the columns of your journal, to bring before the liberal citizens of Melbourne the gallantry, valour, and extraordinary exertions of the crew of the ill-fated ship *Netherby*, in saving the lives of the passengers from their perilous position on the wreck, and afterwards in the saving of provisions to keep them alive when starvation stared them in the face. For two days and two nights they had not changed their wet clothing, nor had they a temporary booth erected for themselves; but laying down at night to rest their weary limbs, wherever they could get a friendly reception, ready to undergo again, in the morning, the same fatigue and exertions in saving provisions and luggage, until we were together obliged to take a temporary rest, almost unable to move from sheer exhaustion. I think, Mr. Editor, that such men deserve some notice, especially when they were so disinterested as to forget their own effects in their zeal to succour others. I think that some of them had not a blanket to cover them in the night, and remained in their wet clothes until the third day. Are not Demetrius Gardi and George Adams deserving of some slight acknowledgment for their exemplary conduct in swimming to the boat to assist the carpenter to come and rescue their commander, chief officer, and the remainder of the crew from the wreck, when the other boat's crew jumped on shore through the surf, declaring that they would risk their lives no longer? Again, when it was decided that I should go to the lighthouse, and thence to Melbourne, if necessary, to give intelligence of the wreck (not knowing at the time that Parry and party had left), I asked for volunteers—men that were not afraid of being drowned—both officers and men readily offered their services, with a determination to persevere or die in the attempt, and the only difficulty was who to select: and we commenced our voyage in a ricketty boat, requiring two hands to keep her free. Permit me to mention that the carpenter lost nearly all his tools in cutting the lower deck to get at the provisions, and about the rocks in constantly repairing the boats, and had to leave the island (both carpenter, sailmaker and most of the crew) in a state of destitution, having lost all their property in their endeavours to save that of others. It grieved me to hear some of those deserving men complain that they were treated, at the Exhibition Building, with coldness and indifference when they applied for a change of garments to cover their nakedness. If there are funds in the hands of the committee to reward others with gold medals, surely the carpenter deserves a moiety wherewith to buy some tools to earn his bread, after sacrificing all to the general good. I will mention one instance more, to show the good and sterling quality of many of my men. When we were about leaving the wreck on that boisterous night when the passengers were landed, one of them disputed with me the honour of being *last* in leaving the wreck, and it was with the utmost difficulty I came off

wearing the palm. My chief officer, carpenter, sailmaker, and three others were with me in my last voyage to India. No doubt, my good and deserving crew were overlooked by the committee on account of their anxiety to succour those passengers who were to leave by the steamer. If there are any articles of clothes remaining, my destitute crew will receive them with heartfelt gratitude. To the praise of the honourable committee, I must say that they told my apprentice (an orphan boy) to go about the building and select for himself whatever he stood in need of.

Apologising for the length of my letter,

I beg to remain, Sir, your obedient servant,

O. OWENS, Master of late Ship *Netherby*.

MELBOURNE, 1st August, 1866.

CAPTAIN OWENS & THE CREW OF THE *NETHERBY*.

To the Editor of the Age.

SIR,—The letter of Captain Owens, which appears in your paper this day, has been laid before the committee of the *Netherby* Relief Fund, and I am desired to express, in the name of the gentlemen who compose that committee, the pain and surprise it has caused them. This is the first time Captain Owens has thought fit to place himself in communication with the committee, and it is to be regretted that he should have made use of such unguarded language. It is an injustice to those gentlemen, who have been for the past week labouring day and night to obtain and to distribute assistance to the unfortunate sufferers by the wreck of the *Netherby*. The generous response made by the colony has enabled the committee to expend about £700 in actual necessities for the passengers. I believe all the officers of the *Netherby* who have taken the trouble to come to the Exhibition Building have received their share of the bounty; and it has always been the intention of the committee to give the like consideration to the whole crew. They cheerfully recognised the claims of the carpenter, sailmaker, and others who have well done their duty. But these men were all sent to the Sailors' Home by the Government, and are, besides, entitled to wages, &c., from Captain Owens; so that they were not destitute in the sense of the 470 passengers in whose behalf the appeal was first made. The committee will not relax their endeavours until they are in a position to do for the seamen what they have done for the passengers; and they confidently believe, also, that the warm-hearted citizens of Melbourne will come forward, and enable them to supply these poor fellows still remaining in the Exhibition Building with the tools of their several trades, that they may go about their work. When all this is done, they certainly intend to do something for Mr. Parry, and his gallant companions in the whaleboat. But the "gold medals," spoken of by Captain Owens, at present exist only in his own heated imagination.

I am, Sir, your obedient,

JOHN J. SHILLINGLAW, Hon. Sec.

2nd August, 1866.

CAPTAIN O. OWENS.

DEAR SIR,—We, the undersigned, passengers of ship *Netherby*, beg to tender you our warmest thanks for the uniform kindness and sympathy shown us, not only on King's Island, but during the whole passage. Our utmost respect and admiration are due to you for always being foremost at the post of danger, and, even when the indifference of others was clearly exhibited, for your daring attempt to go to the lighthouse in a leaky and shattered boat to save us from misery; and also for your kindness to those destitute of a change of clothing, by not only giving up to them all which was saved of your clothing, but also what you had on your own person.

We have very little time to write this, or we would fill up this sheet in admiration of your qualities both as a seaman and as a Christian.

We now bid you adieu, and hope that you will meet with that success in future which you are highly deserving of.

We remain, dear Sir, yours faithfully,

Wm. Townsend
H. Dunsterville Vincent
E. Cowell
E. Thomas
T. R. Townsend
G. R. Townsend
H. Hartenstein.
M. C. Townsend
E. J. Townsend
Wm. M. Young
Thomas Grimes
C. Grimes
Geo. Evans
G. F. Springett
J. Murdoch
George Fisher
Maurice J. Condon
Mary Anne Condon
Robert Condon
Selina Condon
Caroline Condon
George Maasingham
Thomas Johnson
Wm. Hussey
Hope Martin
William M'Kinnon
Elizabeth M'Kinnon
John Watkins
Charles Ferris
Edwin Bellgrave
Henry Copping
Edward Killhiem
Alfred Lee
James Yates
H. Hughes
Bernard Clark
Catherine Clark

George Huggins
Eliza Huggins
Joseph Grindal
James Burden
Annie Burden
Walter Yates
J. Edwards
Lucy Groom
James Burden
Emmeline Evans
John Gill
Mary Gill
Jane Hanna
Marta Tone
Robert Nally
Mary Nally
William Schrader
Mary Schrader
Arthur Lee
Elizabeth-Lee
Robert Jones
Charles Denning
Benjamin Groom
Daniel Watkins
George Snook
Samuel Meager
John Skerman
Johann George Johnson
Thomas Ford
James Aplin
Mary Ann Aplin
James Yoreton
Rebecca Yoreton
Louis Cicola
John Rodgers
Maurice Joseph Condon
William Ellis



Jane Ellis	Andrew Lee
J. L. Coward	Mary Lee
Henry Bone	Jas. Sinclair
Richard Grindal	Misses Lawrence
Edward Ganty	A. Evans
James Goulden	Joseph Frost
G. J. A. Evans	W. Barnett
James Murphy	Ellen Barnett
Ann Murphy	T. Turner
George Whigley	James Malone
George Hy. Bulpit	Margaret Malone
Anne Bulpit	Barney Clark
Benjamin Groom	E. Clark
Mrs. Groom	E. Berry
James Renden	A. R. Berry
Eleanor Renden	T. Sanger
Arthur Short	T. Parsons
George Dark	Patrick Burns
H. Fink	William Skerman, sen.
W. Smith	Mrs. W. Skerman
A. Darlington	Alex. Forbes
S. Broomo	H. Robinson
H. Manning	W. Clempson
John Clark	D. Pinnuck
Elizabeth Clarke	E. Pinnuck
George Exton	S. Nolan
Charley Bartling	G. Scanes
F. Skerman	James Pearce
W. Cox	John Nash
George Cole	Edward W. Shelford
Alfred James Austin	Robert Hall
Benjamin Cayley	Reginald Evans
M. M'Kinnon	Thomas Bradshaw
Alfred Darlington	Wm. Leman
Thomas Pope	James Welburn
Thomas Bridges	John Morony
William Packer	John Hayes
William Skerman, jun.	Michael Henery
Wm. Skerman	Mary Henery
E. Pinnuck	James Carbery
C. Kerney	Jane Carbery
C. Wells	Hugh Carbery
J. Dippie	George Carbery
J. Rudge	Mrs. Moffatt
E. Barry	Luke Moffatt
A. Huggins	Mary Moffatt
J. Crocker	William Beckworth
A. R. Berry	Elizabeth Beckworth
E. Berry	W. Thompson
Thomas Arkle	F. Brown
J. B. Thompson	G. Hackney
R. Sydney	R. Riley
Rosina Exton	J. Thornton
James Drake	Mrs. Thornton
Elizabeth Drake	John Adams
Richard Drake	Eliza Adams
Emily Drake	Mathew Fagan
James Reekie	Mary Fagan.

Melbourne, 30th July, 1866.