

ORIENT LINE OF ROYAL MAIL STEAM-SHIPS TO AUSTRALIA.

MANAGERS.

F. GREEN & Co.,

13, FENCHURCH AVENUE, E.C.;

ANDERSON, ANDERSON & Co.,

5, FENCHURCH AVENUE, E.C.

1. A Contract Ticket in this Form must be given to every Passenger engaging a Passage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, immediately on the payment or deposit by such Passenger of the whole or any part of the Passage Money for or in respect of the passage engaged.

2. The Victualling Scale for the Voyage must be printed in the body of the ticket.

3. All the blanks must be correctly filled in, and the ticket must be legibly signed with the Christian Names and Surname and address in full of the party issuing the same.

4. The Day of the Month on which the Passengers are to embark must be inserted in words, and not in figures.

5. When once issued, this Ticket must not be withdrawn from the Passenger, nor any alteration, addition or erasure made in it.

6. A Contract Ticket shall not contain on its face thereof any condition, stipulation, or exception not contained in this form.

PASSENGERS' CONTRACT TICKET.

THE ORIENT LINE Steamship "ORIENT," of 5365 Tons Register, to take in Passengers at the Port of LONDON (TILBURY), for KING GEORGE'S SOUND, ADELAIDE (SEMAPHORE), MELBOURNE, and SYDNEY, on the Seventh day of October, 1892.

NAMES.	Ages.	Equal to Statute Adults.
Johnny J. Gill	10	1
86		
Melbourne order No 4344		

I engage that the Persons named in the Margin hereof shall be provided with a Third Class Passage to and shall be landed at the Port of Melbourne in AUSTRALIA, in the Steam-ship "ORIENT," with not less than Fifteen Cubic Feet for Luggage for each Statute Adult, and shall be victualled during the Voyage and the time of detention at any place before its termination according to the subjoined Scale, for the sum of £ 17 14, including Government Dues before Embarkation, and Head Money, if any, at the place of landing, and every other charge except Freight for excess of luggage beyond the Quantity above specified, and I hereby acknowledge to have received the sum of £ 0 in (full) payment.

The following Quantities, at least, of Water and Provisions (to be issued daily) will be supplied by the Master of the Ship, as required by Law: viz. — to each Statute Adult 3 quarts of Water daily, exclusive of what is necessary for cooking the articles required by the Passengers' Act to be issued in a cooked state; and a weekly allowance of Provisions according to the following scale:—

Weekly Scale of Provisions for each Adult Third Class Passenger.

Flour	8 lb.	Rice	½ lb.	Butter	6 oz.	Pepper	¼ oz.
Bread	4 lb.	Preserved Potatoes	½ lb.	Treacle	¼ lb.	Cheese	¼ lb.
Salt Beef or Pork ..	1½ lb.	Or Fresh ditto	2 lb.	Vinegar	1 gill.	Oatmeal	½ lb.
Preserved Meat ..	1½ lb.	Tea	2 oz.	Pickles	½ pint.	Raisins or Currants	½ lb.
Soup and Bouilli ..	½ lb.	Coffee	¼ lb.	Mustard	½ oz.	Lime Juice, in Tropics	6 oz.
Suet	6 oz.	Sugar	1 lb.	Salt	2 oz.	Water	21 qts.
Peas	½ pint.						

Substitutions may be made by the Master in accordance with the Passengers' Act.

SUBSTITUTES.—1 lb. of Preserved Meat for 1½ lb. Salt Pork or Beef; 1 lb. of Butter or of Bread or Biscuit, or ½ lb. of Peas or of Potatoes for 1½ lb. of Oatmeal; 1 lb. of Peas or 1 lb. of Rice for 1½ lb. Oatmeal, or vice versa; ½ lb. of Preserved Potatoes for 1 lb. of Potatoes; 10 oz. of Currants for 8 oz. of Raisins; 3½ oz. of Cocoa or of Coffee, Roasted and Ground, for 2 oz. of Tea; ½ lb. of Treacle for ¼ lb. or Sugar; 1 gill of Mixed Pickles for 1 gill of Vinegar.

On behalf of the Proprietors of the Orient Line,

WILLIAM RICHARD ANDERSON,

5, FENCHURCH AVENUE, LONDON, E.C.

Deposit £ _____

Balance £ _____ to be paid to ANDERSON, ANDERSON & Co., at

Total £ 17 14/5, Fenchurch Avenue, before 4th October.

Received the Balance, £ _____

Signature _____

1892.

NOTICES TO PASSENGERS.

1. If Passengers, through no fault of their own, are not received on board on the day named in their Contract Tickets, or fail to obtain a passage in the Ship, they should apply to the Government Emigration Office at _____ who will assist him in obtaining redress under the Passengers' Act.

2. Passengers should not sign any part of the Contract Ticket till after the end of the voyage.

N.B.—This Contract Ticket is exempt from the Stamp Duty.

The stipulations on the back hereof form part of the Contract.

Passengers will please note that all Luggage must be delivered at the Tilbury Dock and all Dock Charges paid at least Three clear days before Embarkation, and that this Ticket must bear a Receipt for the full Passage Money before the holder can embark.

DIARY OF A NEW CHUM

JOHNNY GREENFIELD GILL

HIS JOURNEY TO AUSTRALIA - DEPARTED
LLANTRISANT, WALES THURSDAY, OCTOBER
6TH, 1892 - ARRIVED AUSTRALIA 17TH
NOVEMBER, 1892. AGED 19 YEARS.

I have had a good view of Plymouth, the short time I was there, the first night I lost myself out Devonport way on Friday I went over most of the town and in the night I went to the Grand Theatre, the Play was "Deputy Sheriff". On Saturday I went about the Docks. I was all through Fox & Elliotts Saw-mills and Planing Works. We left Plymouth at 2 p.m. and stayed out in the breakwater until four. We kept land in sight until about 10 o'clock then we did not see it until Monday morning. My seasickness lasted from late Saturday night until the Monday morning but after that I was Al. We entered the Bay of Biscay about 12 o'clock on Monday and did not get out until Tuesday 9 o'clock a.m.. About 6 in the evening we came to the place where Nelson won the victory over the French and Spaniards. On the North there is a long stretch of sandy beach, while on the south there is a long stretch of rocky coast. That night we passed a point with one of the smallest houses in the world, with twelve rooms in it connected to a light-house. On the Wednesday at nine, we got into Gibraltar and stayed until 1 o'clock. As soon as we got there, there was about a dozen boats around the ship with figs, pomegranates, lemons, watermelons, tobacco and all sorts of things.

Gibraltar is a very nice place. The fortress is right at the very point where they keep 7000 soldiers all the

year round. The cannons are at the very top of the rock and the town is on the Northwest. The Rock, on the town side, it is as steep as the griag while on the other side it is almost perpendicular and impossible to climb. We lost sight of the coast that night at about 5 o'clock. It was getting warmer after we put into the straits. We had all sorts of amusements on deck such as Singing, dancing, swings etc. The food is very good. We get meat every day and I was getting pretty well used to it. It is a lot better than they make out.

We got into Naples on Sunday at 8 o'clock. I cannot describe the scene that met our view. There was Mount Vesuvius on our right pouring its smoke out in torrents, while at the bottom, there are hundreds of houses. On our left the prettiest buildings that I have ever seen. The deck looks as if it was crowded with Italians with all sorts of things for sale. Things made from the lava of Mount Vesuvius, Coral and others from the ruins of Pompei. I went on shore at Naples in the evening in a Missionary boat and went to the Meeting in the evening. They took us ashore and back for nothing.

We left Naples on Monday at 2 o'clock in the morning. We passed Mount Stromboli at 12 o'clock. This Mountain has never been known to be still. When we passed it, it was smoking. At 5 in the evening, we went through the Straits of Messina. We had a passing glimpse of Mt. Etna and on the other side we had a long view of the coast of Italy. It is the most hilly and rocky country I have ever seen. It seems a fit place for the brigands that we read so much about.

We passed 3 French Man-o-Wars. They saluted dipping 6 flags. They have a place half mast high with 6 cannons, 12 on each.

Thursday 21st, We passed Alexandra at about 9 o'clock. It is a very low lying country and we could not see anything except a number of trees. We had a splendid concert on board Wednesday night, the first of a series of weekly concerts.

Got into Port Said at 10'clock on Thursday. I went on shore as soon as we landed. We had about twenty of the natives around us. It is a very pretty town. We took on coal there and loaded 2,400 ton in 4 hours. The natives carrying it in baskets on their backs. We left there at 7 in the evening Friday. We went through the Canal which is 87 miles long. Some of the natives were running alongside of the ship asking for backsheesh. 3 of them followed us for about 5 or 6 miles. We got into Suez at about 4 o'clock on Friday. We only stayed there about an half-hour in the evening. One of the Clergymen gave us a Sermon on Moses crossing the Red Sea. The place where they are supposed to have crossed is a little higher up than Suez about 5 miles called the Salt Lakes. We passed it about 11 o'clock. We did not stop at Aden, we went right through.

We got into Colombo on the Wednesday 2nd of November, the natives swarmed on board, so much that they threw some of them overboard to get rid of them. After we left Colombo, we did not see only 2 Sails until we got to Albany.

We did not get any great storms, but we had a very bad head-wind for about 4 days, doing only about 286 miles a day. She rocked a bit then.

We sighted Australia at about 2 o'clock on Friday the 11th November and I was glad to see the shores of my future home, for a while at least. We rounded Cape Leeuwin at 6 in the evening and got into Albany at 5 in the morning, 12th October and left about 10. We had a very good crossing of the Great Australian Bight.

Monday 15th October. Got into Adelaide at 11 o'clock, one of the young chaps fell overboard from the tender coming back and was left behind about 1/4 mile before it was noticed, but they picked him up in about 10 minutes alright.

We left Adelaide at 6 in the evening. I got.....

..... THE END.

* * * * *

J.G. GILL - Weight at end of voyage - 9 stone 6 lbs
Lost 2 lbs at the end of the voyage.

Weight on December 29th 1892 9 stone 12 lbs
at Castlemaine.

Weight on October 16th 1893 10 stone at
Bendigo.

* * * * *

INSTRUCTIONS FOR TRAVEL BY TRAIN Included in Diary
Notebook -

WILLIAMSTOWN PIER - STATION

TAKE FOR NORTH MELBOURNE 5d or 6d

TAKE FOR GOLDEN SQUARE 12/-

STAY ON BOARD FOR 12 HOURS.

* * * * *

J.H. GILL (JOHNNY G. GILL'S FATHER)

ADDRESS - VICTORIA HILL, SANDHURST, VICTORIA

* * * * *

? SHIPPING CO. J. PENGELLY & CO., DUKE OF CORNWALL
BUILDING, PLYMOUTH.

EXCERPTS FROM DIARY OF J.G. GILL

One day I was speaking to a boy from Redruth. He said he knew Joel Blamey (J.G. Gill's Mother's Maiden name was Blamey). He has retired from the butcher trade and has got a nice farm. He has given the business to his son. His name is Thomas and he married a School mistress not long before we left England. JACK.

* * * * *

FOR WRITING HOME:

NOTES ON:

- (1) LANDING AND TIME SPENT IN MELBOURNE
- (2) ON WILLIAMSTOWN AND BENDIGO
- (3) LIFE AS NEW CHUM.

* * * * *

WROTE TO W.S. WATKINS December 1st 1892 (2)
WROTE TO W. PRIOR November 27th 1892 (1)
WROTE TO LUTHER SPARROW December 4th 1892 (3)
WROTE TO JAMES HAWKING (4) December 11th 1892
WROTE TO JOSEPH SMITH (5) December 26th 1892

* * * * *

SOME EXPENSES FOR TRIBUTE :

(MINE)

April 25th	Shovel	4s. 6d
	2 lb candles @ 9d	1 6
27th	Coil fuse	8
29th	Packet fracture	10 6
30th	4 drills sharp	3
May 2nd	4 Drills	3
6th	5 drills	4

* * * * *

TUESDAY FEBRUARY 14th 1893 RECEIVED LETTERS FROM:

SAMUEL ESCOTT, 38 OXFORD ROAD, EALING, LONDON W.

WILLIAM PRIOR, No. 1 MERRICKS ROW, LLANTRISANT, WALES

W.T. WATKINS, PENYGAWSI

J.C.SMITH, GREENFIELD COTTAGES

LAURA M.M.

JOHNNY GREENFIELD GILL'S DRAWING
OF A KANGAROO

