

DAVID YUILE'S DIARY

The life and times of David Yuile

as recorded in his diary

from 21st September 1872

to 9th May 1874

including his travels from

Scotland to Australia, via New Zealand,

and his impressions of early Melbourne

just 37 years after its foundation.

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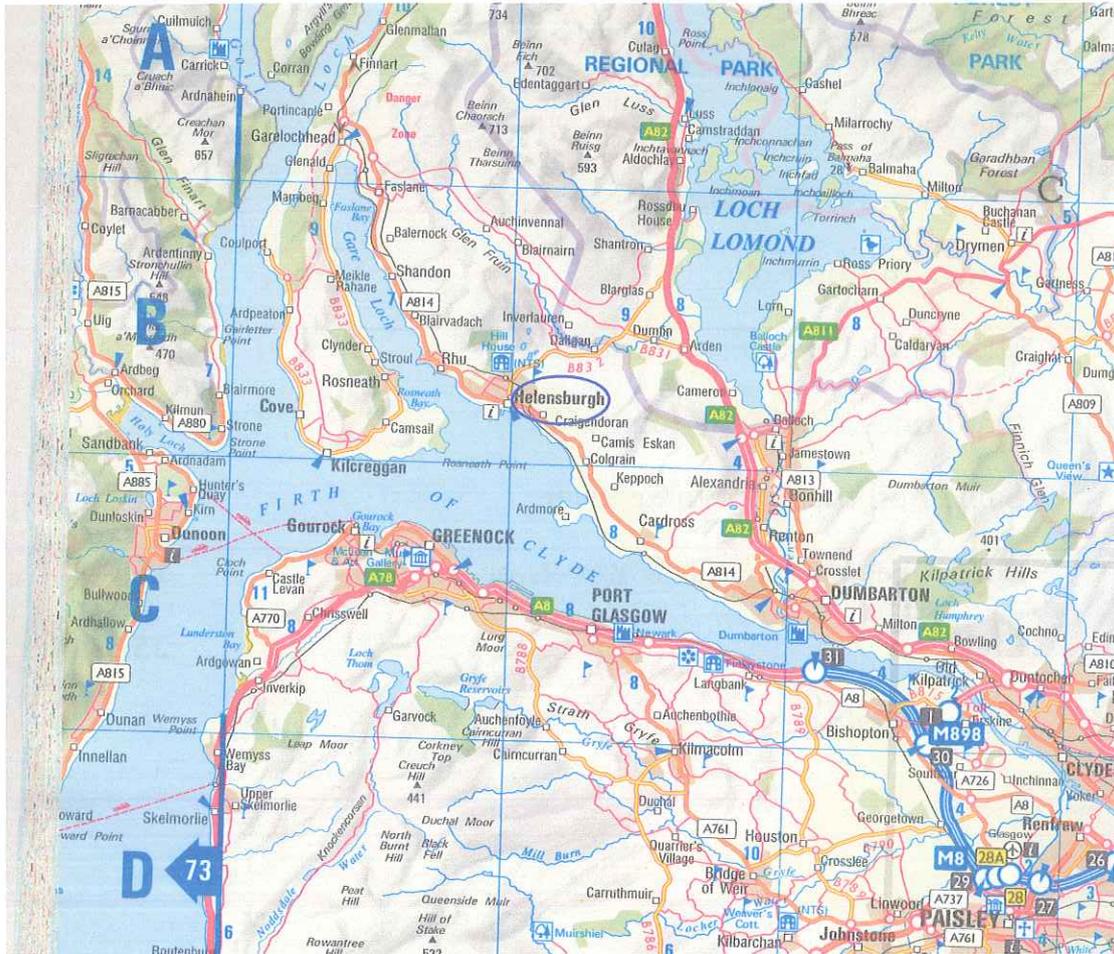
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Local History, Footscray Historical Society Research

Redreaming the Plain: Yarraville. Author Jenny Lee.

Helensburgh



Farewell to Scotland

Helensburgh can be seen near the centre of the map, on the north shore of the Firth of Clyde. It was from his home at *Prospect Cottage*, Helensburgh, that David Yuile departed on the morning of Saturday, 21st September 1872 to begin his journey to New Zealand and Australia.

He took the ferry steamer from Helensburgh to the port of Greenock, on the south bank of the River Clyde, where a tender took him out to the anchorage of the sailing ship, *City of Dunedin*, which he boarded for his long voyage to the other side of the world.

David Yuile's Diary

The scenario

In 1872, a young man named David Yuile left his home in Scotland and made the voyage by sailing ship to New Zealand. He maintained a daily diary of events during that long voyage. A few weeks after his arrival in Dunedin, he travelled on to Australia, where he met an older cousin, Samuel Henderson, who had migrated to Australia some years earlier. Through Samuel Henderson, he met James Miller, who was married to Samuel's sister, Margaret. In 1876, David Yuile was to marry James Miller's daughter, Martha.

David continued the diary after his arrival in Melbourne and described his impressions of life in the colony. The diary entries end abruptly on Saturday 9th May, 1874. Having described a coxed-fours challenge boat race, on that day, on the Saltwater (Maribyrnong) River, won by the Myrtle Bank crew (of which he was coach and cox) against the Footscray Rowing Club, and the subdued celebration that followed, his diary ends with the cryptic comment, "*Mr. Jas. Miller was in bed.*"

The quarto size diary had been stored in the ceiling cavity of a house, for many years, along with other items of family memorabilia. While the leather bound covers are somewhat the worse for wear, the contents are in surprisingly good condition. Of approximately 400 pages available, only 147 have been used. The information which follows is based on David's diary.

The voyage

David Yuile was born in Glasgow, Scotland, on 24th April 1849, the son of David Yuile, a wine merchant, and Janet Reid. He suffered from a chronic respiratory condition and, in 1872, when he was 23 years old, his doctors recommended that he should take a long sea voyage for his health. It was arranged that he would go to Otago, New Zealand on the *City of Dunedin*, a sailing ship of 1,085 tons, under the command of Captain Ross. At that time, he was living at *Prospect Cottage*, Helensburgh, near Loch Lomond, on the north bank of the Firth of Clyde and about 35 kilometres from Glasgow. Accordingly, on the morning of Saturday, 21st September 1872, along with "*brother Johnie, Aunt Ann and Mr. H.E. Cameron*" he boarded the 8.30 am steamer from Helensburgh bound for Greenock, about five kilometres distant on the southern bank of the Clyde. From Greenock, a tender took him, with the other embarking passengers and some of their friends, out to the *City of Dunedin's* anchorage. His diary noted that a "*Mrs. Macfarlane and her two daughters came down to see me away as I intend to call on her son at Dunedin and give him a few parcels which I was commissioned to take out.*"

After final farewells, those not travelling boarded the departing tender, and the *City of Dunedin* weighed anchor. It was half past three on the Saturday afternoon. Although he did not know it at the time, he was never to see his homeland again.

David kept his diary of the voyage, in a leather bound journal (which, according to a label on the inside front cover, had been purchased from *John Cree Junr. & Co. Wholesale Stationers, 17 & 21 Exchange Square, Glasgow*) commencing on the day of departure. The diary contains a number of sketches, diagrams and maps, beginning with a floor plan of the poop cabin showing the layout of its ten staterooms and the location of stateroom No.7, which he was to share with a Mr. Galloway.

He recorded his impressions of their departure as the *City of Dunedin* proceeded, under tug, along the Firth of Clyde, as follows:

"The sight on starting was beautiful. Every hill on Loch Long, Gareland & were so clearly seen. Had a fine breeze from the North which was so strong that we could only set a few of the sails so as to save running down the tug."

Later, he reported that

"After tea which we got about 9 o'clock went on deck and saw us pass the Isles of Craig about 10 o'clock. One of the finest sights I ever remember seeing on the Clyde the Moon was shining so clear & the ship scudding along about 10 knots the Northern lights were seen to great perfection and away to the south saw several flashes of lightning. Left the Deck at 11 o'clock but could not sleep very well owing to the noise on deck."

On Sunday 22nd September 1872, he noted that

"At dinner I was the only one that sat it out of the gentlemen that had not been to sea before. On leaving the deck to go down for tea saw old England fade away in the distance. The run down the South Channel was considered by the Mate one of the fastest on record. Clearing England in about 28 hours. As I saw the land slowly melt into the sea it reminded me of the verse

<i>Yea rugged coasts</i>	-	<i>Where fame was won,</i>
<i>Where storms have raged</i>	-	<i>Round Briton's [sic] throne;</i>
<i>And deep green seas</i>	-	<i>With craig [sic] & fell;</i>
<i>Bold cliffs & heights</i>	-	<i>Farewell, farewell!"</i>

On Thursday 26 September (the 6th day) his diary states that

"We had a rather novel sight today and one I did not expect to see viz. the Capt. riding about the deck on one of Mr. Wall's horses. In the evening at sunset which was beautiful there were 5 ships in sight which gave a little life to the scene. Signalled to the homeward bound ship 'Waterhen'. The Capt. Told me that we had just got clear of the Bay of Biscay & were a little South of Cape Finisterre." (This is the westernmost point of Spain).

Friday 4th October 1872 (14th day)

"Very fine day. Being still much pained did not get up till ½ past 11. Ship flying along at a splendid rate right before the wind with her steering sails set. In Capt's. Room Distance 240 miles which I thought was very good. Went to bed after tea, had three times medicine Black Draught Pills & but without the desired effect. Passed one of the smallest of the Canary Islands at 11.30 pm. I did not see it."

Thursday 10th October 1872 (20th day)

"Wrote to Mr. McClure & for the papers."

At that point in the diary (between pages 10 and 11) there is a letter, apparently in David's handwriting, dated 10th October 1872, and addressed to a Mr. McClure who, judging by the tone of the letter, may have been an employer or business associate. In part, the letter reads:

"At the urgent & repeated request of the Capt. (Ross) the Drs. and I have made up the enclosed diary of our voyage so far as we have gone which the Capt. would like very [sic] much if you could get inserted in the 'Daily Mail' if not the 'Weekly'. I think if you were to see Mr. Stewart he would put it in. If not perhaps the Citizen [sic] would. If it is in any of the papers you might kindly send me out 2 or 3 copies & one each to the following addresses with the place marked."

Listed are nine names and addresses of the intended recipients in Scotland and one in Cumberland, England. Since the letter was never sent, the explanation might be that the opportunity had not arisen to despatch it, via a passing homeward bound ship, as was a common practice of the times.

Tuesday 15th October 1872 (25th day)

"In the morning at six o'clock very wet, but about 8 o'clock it was coming down in streaks not drops. I never saw anything like it before, the deck was quite flooded, by dinner time it cleared up a fine afternoon with good breeze, nice & cool there being no sunshine. The decks were holystoned today and all the hen coops removed which gives us far more room. Beautiful full moonlight evening. Lat 5.9 N Long 23.11 W. Distance 142 miles."

(The wooden decks of sailing ships were scrubbed with a piece of sandstone, called "holystone" by seafarers, because its use always brought a man down to his knees.)

Thursday 17th October 1872 (27th day)

"Splendid day. Passed two outward bound barques & 2 Homeward Bound Barques one came very near to us but it was to [sic] late in the evening to send out a boat with letters. Got the first of the SE Trades today. Lat. 2.44 N Long: 25.49 W - 142 miles."

From the late 18th century, the term "barque" came to refer to any vessel rigged with three or more masts, having fore-and-aft sails on the aftermost mast and square sails on the other masts.

On 18th October 1872, by way of diversion, the passengers put on a three act charade on an improvised stage on the poop deck. As David described it

"At ½ past 4 o'clock the people all having got seated we commenced the play on the word "Garybaldi" [sic] which lasted till six o'clock. On going on deck each time was met with roars of laughter our rig-out being so good. The word was found out after a short time by one of the passengers." (There follows a listing of members of the cast.)

On Saturday 19th October 1872 (29th day) David noted that they were just "crossing the line" and that "There was no demonstration of any kind as the Capt. would not allow it.....Lat: 0.3 N Long: 28.40 W - 144 miles." ('Crossing the line' was a traditional ceremony in which first-timers were made to pay tribute to King Neptune whenever a ship passed through the equator in a north-south direction.)

Wednesday 23rd October 1872 (33rd day)

"Splendid breeze and magnificent day. Early in the morning we sighted 2 barques & 1 ship all outward bound& by lunch time we had passed them all. In the afternoon we passed other 2 ships. Since starting the "City" has passed every vessel that came in sight of it. At one time we were going 11½ knots close-hauled with the lea deck almost in the water. At 12 o'clock the sun was right over head and when standing straight our shadow was so small that you could hardly see it. Fine star light night saw the two Magellan Clouds which the Capt. told me would gradually get nearer each other the further south we got. When in the Capt's. Room he was very glad that we had got to the south of Pernambuco which is the most easterly part of the coast of Brazil. Lat: 10.6 S Long: 32.39 W. 201 miles."

Tuesday 29th October 1872 (39th day)

"Dull morning. During the night the wind had changed to the South and before 12 o'clock it had begun to blow very stiff and squally with heavy showers of rain. By Dinner time it had increased to half a gale with heavy head sea. Ship pitching tremendously, only one sail on the Mizzenmast, viz. the lower topsail. After 3 o'clock it was quite dry but blowing as hard as ever with heavy sea which made it very difficult to walk on the poop. After Dark very cold, in the saloon reading. Lat: 29.45 S Long: 31.3 W Distance run 108 miles."

The voyage to New Zealand was to take 101 days and, each day, he faithfully recorded the ship's position by latitude and longitude, the number of (nautical) miles travelled and the state of the weather. Distance travelled

depending on wind and weather. The longest distance he recorded was 300 nautical miles (555 kilometres) on Saturday, 9th November 1872 (day 50) an average of about 23 km per hour. He gave the ship's position as latitude 41.5 South and longitude 11.1 West. This put them to the south of the Tristan da Cunha Group of islands in the South Atlantic Ocean, south-west of Cape Town and due west of Tasmania, across the vast expanse of the Indian Ocean, and beyond, New Zealand. He had described passing the three islands which comprise the group - Tristan, Inaccessible and Nightingale - on the 46th day, Tuesday, 5th November 1872.

The passengers and ship's officers seem to have been devout in religious observance which took place every Sunday, throughout the voyage. A sermon was read by one of their number, followed by a Bible reading. As it happened, one of the passengers was a divinity student and the diary records that on Sunday, 22nd December 1872

"In the forenoon service was conducted by Mr. James Galloway (my stateroom companion) who is a Free Church divinity student and being troubled with his lungs is going to settle in Auckland. He preached a very nice sermon from Zephaniah III and 17."

David expressed his satisfaction with Mr Galloway's service, noting

"I was very well pleased with the discourse. In the evening at worship Mr. Douglas read a farewell sermon by the Dean of Capetown."

Apart from religious observance, David and other passengers sought diversion by playing whist for entertainment and quoits for shipboard exercise.

On Christmas eve 1872, as they neared Stewart Island, to the south of the south island of New Zealand, the ship encountered a storm and David's description of it gives some idea of the dangers encountered in sea voyages by those intrepid travellers of the 19th century:

"The Captain also rushed on deck as well as the first mate. They had hardly left the saloon when the ship was suddenly struck by a tremendous squall with all sail set, fortunately most of the sheets and halyards were loose by that time but the roar of the wind and flapping of the sails was terrific. Both watches were instantly called and it was astonishing how quickly the other one turned out. They got the ship right before the wind and commenced to reef sail as hard as they were able which was very dangerous work as they did not know the moment some of the masts might go overboard. The following sails were blown into rags: Fore topmast staysail and mizzen top sail. Carried away the main spring stay and sail besides doing lots more damage. By the time they had got the sails reefed the squall had increased to a very heavy gale from the NW hauled the ship to wind under the lower fore and main topsails but we had not been five minutes close hauled when the fore topsail sheet broke and the sail burst right up the middle.

5 o'clock pm ship lying to under main lower top sail with a very heavy sea running. At one of the lurches she took, the lee starboard bulwark was under water from stem to poop with the sea pouring onto the deck

and when she took a lurch to the port side all the things were washed about with the men standing up to the knees in water, but it is impossible for me to describe it."

Christmas Day marked the 96th day of their voyage and David described it as follows:

"Fine day and being Christmas all work was suspended after the men had got new sails bent on to the yards in place of the ones that were lost yesterday. Our Christmas dinner was finished with more fun and comfort than yesterday's and consisted of the following dishes – Hair [sic] Soup & Mock Turtle, Scotch Haggus [sic] Chicken Pie, Stewed Rabbit & Curried Fowl with green cabbage && - plum pudding & a glass of Sherrey [sic] Biscuits & Cheese, Raisins, Nuts & almonds with a glass of Port. Being Mr. Morris' birthday, we all drunk his health."

(Spelling and punctuation do not appear to have been among David's strengths.)

On Thursday 26 December 1872 (day 97) Stewart Island (south of Invercargill, across Foveaux Strait) was sighted. David recorded that it reminded him of the Island of Arran at the western end of the Firth of Clyde. He wrote that

"Stewart Island is deeply indented on the east side by Paterson's Inlet which forms one of the safest harbours in New Zealand. As yet there are no regular settlements there – only a few fishermen and Maories [sic] who have got no laws. (Evidently, he had been told this.) The land is very fertile."

Next day (day 98) they were off the east coast of Stewart Island and he commented that

"The land seemed to be very wild and mountainous, and its coasts look exceedingly inhospitable the appearance of the shore in many places looked very like the Little Cumbraes"

He did what overseas travellers have always done, in likening new features in foreign parts to those of their homeland. Little Cumbrae is a small island in the lower Firth of Clyde to the south of Great Cumbrae.

The ship headed towards its destination at Otago, the seaport for Dunedin, some 250 kilometres to the north-east, passing the lighthouse on Point Nugget to the east. Soon, Cape Saunders came into view as they neared the approaches to Otago Harbour. They should soon be reaching their destination.

On Saturday, 28th December 1872 (Day 99) David wrote that *"The doctor sounded me today and said that I was no worse but not improved."* (Presumably, this was Dr. Douglas who occupied stateroom No. 8 on the poop deck.)

Sunday 29th December 1872 (David habitually referred to Sunday as "Sabbath") marked the 100th day of the voyage. The end of their long journey was in sight. David wrote:

"Splendid forenoon with strong breeze from the NE which was right ahead. On our first tack into land we almost made the Saddle Hills which are very like the Saddle Hills on the Cumbræes only very much larger. On the second tack we made the land a little above ocean beach which looked very much like Cape Saunders. Service was conducted by Mr. Morris who read a sermon by the Rev. Mr. Isdale of Glasgow from Luke VIII 47. 'Wherefore I say unto thee, her sins etc.'

When putting about at 12 o'clock burst the main sail so it was taken off and a new one bent on and set within an hour. Both watches were up all day and working very hard as we expected to make the port in the evening. The third tack into land we almost made the Cape but we were rather close on a lee shore so stood out to sea again. Got foggy in the evening and blew very stiff. After a short tack we again stood in for land and at ½ past 8 o'clock P.M. sighted the lighthouse on the Heads. It is a red light. Capt. Ross set off a sky rocket and burnt a blue light but it was too late in the evening for the Pilot to come out so we stood off to sea again."

On a small, loose leaf page found in the diary, two rhyming verses are written in David's handwriting:

*"Sweet music in the wave-worn ear!
It is the seaman's cry,
When a speck of New Zealand near
Breaks on the eager eye:
Then loud as lip the news can spread,
The lookout man shouts 'Land a-head!'*

*Oh! as those gladsome tidings spread
Down through the decks below,
All hearts begin to melt indeed
And eyes to overflow
And blithe ones to the poop deck tread
Eager to see Otago Head."*

Arrival in New Zealand

On Monday 30th December 1872 (the 101st day) David was apparently so excited about their imminent arrival that he mistakenly nominated it as the 100th day, instead of the 101st. The pilot came on board at 7 am, where the ship was "lying to" near the heads leading into Otago Harbour, before proceeding to anchorage at Port Chalmers, some ten kilometres from the heads. After health and customs formalities had been completed, the decks became crowded with friends of some of the passengers, who had come out to the ship on small craft.

At dinner that evening, the passengers passed a hearty vote of thanks to Captain Ross and the officers *"for the kind manner in which they had attended to the wants of the passengers."* Shortly after dinner, a number of the passengers left the ship so as to get to their homes in Dunedin, about 20 kilometres south-west of Port Chalmers and accessible by road, that evening.

David's diary describes the journey along the harbour as follows:

"I was quite charmed with the (Otago) harbour, at the mouth of which there is a low sand bar almost covered at high tide with a narrow channel close into the lighthouse which is at the mouth of the harbour and six or seven miles (9-10 km) from Port Chalmers. Sailing up the harbour it just reminded me of Loch Lomond or Loch Long after you pass Loch Goil, only the hills in the harbour are much steeper and there are far more inlets and points. After we passed the lighthouse I saw for the first time a Maorie kike [sic] or village. It consisted of a few very small and broken down huts made of wood.

The water is very shallow, just like the Clyde between Port Glasgow and Cardross, with a number of sand banks which are bare at low tide. The town, which is built of wood and beautifully situated in a corner of the harbour on rising ground – in fact there is no flat ground all round about. It ((Port Chalmers) has a population of about 1,500. The scenery is very grand, wild and romantic and covered with trees etc. to the top of the hills. I did not go on shore though I had lots of chances. Very fine day."

Next day (Tuesday 31st December 1872) the remaining passengers enjoyed a breakfast of fresh meat and butter etc. for the first time in three months. After breakfast, the steamer, *Golden Age* went alongside to take the remaining passengers to Dunedin. He described it as follows:

"The city of Dunedin opened up to our view after we had sailed about 8 miles (12 km). It is really a beautiful town situated in a large bay on rising ground so that you see the one house above the other something like Helensburgh."

Dunedin had a strong Scottish identity, having been founded by members of the Free Church of Scotland in 1848. On arrival in the city, David went to the shipping office where he collected his mail from home and then called on Mr. Macfarlane to whom he had agreed to deliver some parcels from Mr. Macfarlane's mother in Scotland. He did some sight seeing and admired *"some fine buildings such as the Post Office, University and Hospital."* (The university had been established just three years earlier, in 1879.) Having met up with his cabin-mate, Mr. Galloway, they *"left Dunedin per the ½ past 4 o'clock steamer for Port Chalmers"* where they were offered passage to the *City of Dunedin* by Captain Stewart of the *Otago*. His diary entry for the day noted:

"The new railway from Dunedin to Port Chalmers was opened today by Sir Geo. Bowen, the Governor General of New Zealand. It will be very handy for getting up to town with, but I am afraid that there will be

many accidents as the turns are far too sharp and the cuttings too steep."

Surprisingly, for a Scotsman in Scottish company, in a colony established by Scottish pioneers, there is no mention of a traditional Scottish Hogmanay celebration on this New Year's Eve, 1872, either on board or ashore.

The first diary entry for the New Year is headed, in large print:

"1873

Life in New Zealand"

On Wednesday, 1st January 1873, David and Mr. Galloway caught the 11.30 am train to Dunedin and "took a car" and went to see the Otago Highland Society Games. He noted that he "did not think much of the games."

He was still living on board the *City of Dunedin* and wrote that, on the Sabbath, 5th January 1873:

"At ¼ to 11 heard the sound of the Sabbath bells for the first time for more than three months. It is only after being without them for some time that you can really enjoy their sweet music."

He recorded that, after the bells had stopped, he went to his cabin and "had worship myself" remembering "some of the splendid sermons Dr. Taylor used to give on the first Sabbath of a new year."

On Tuesday, 14th January 1873, David went with Dr. Douglas to seek a second medical opinion on his state of health, as follows:

"Thereafter went to see Dr. Burns the head surgeon in Dunedin and, after examining me, very carefully, he said he would consult with Dr. Douglas and a number of his friends regarding where I should go, but strongly recommended me not to return to Scotland for at least a year. Dr. Douglas thought that I was a little improved since he last sounded me."

Altogether, David was to spend 32 days in New Zealand and seems to have thoroughly enjoyed himself. He remained on board the *City of Dunedin* during this time and was a regular companion of the ship's captain. He described one excursion he undertook with Captain Ross:

"Saturday 18th January 73. Went ashore with the Capt. At 9 o'clock and had a short walk about the port, thereafter had a magnificent drive in a buggy with a pair of grey colts – the finest in Otago. The captain is the only man who gets them without the owner going with them. It took four men to yoke them to the buggy and the moment the traces were fastened they started away like lightning. Went along the road to Dunedin to the Junction House. Where we ordered curds and cream to be maid [sic] for us. Had a splendid view of Dunedin from the top of the hill."

Thereafter drove along the Blueskin Road which starts off at the Junction. On getting to the top of a hill about as high as Ben Lomond covered with bush composed of all kinds of trees etc. such as the Fern Cabbage and Blue Gum trees all interwoven with Supplejack creepers etc. etc. In fact, the bush is quite impenetrable until it is burned down. Got a magnificent view from the hill over the north east valley of fearful depth till the trees at the bottom look like Boxwood plants. Saw over Port Chalmers the Heads and away out to the ocean. I was quite lost in the grandeur of the scenery. Loch Katrine and the Trossach Hills (north of Loch Lomond, in Perthshire) only give a faint idea of what it was like. I never enjoyed a drive so much before and perhaps never will."

David spent much of his time socialising with friends and friends of friends. One of these, a Mrs. Law, who had occupied Stateroom No. 1 on the "City of Dunedin" with her son and daughter, knowing that he proposed going on to Melbourne, provided him with a letter of introduction to a Mr. James Balfour, of Messrs. Henty & Co. in the following terms:

"My Dear Mr. Balfour.

Mr. Yuile the bearer of this note sailed with us lately in the City of Dunedin from Glasgow. Mr. Yuile took the voyage for the benefit of his health intending to return by the same ship. His medical advisers however think it well that he should spend a year or two in Melbourne before returning to Scotland.

During the voyage Mr. Yuile secured the esteem of all his fellow passengers and as a Christian and Invalid and a 'stranger in a strange land' I take the liberty of giving him an introduction to you. Believe me.

Very Sincerely Yours

Elizabeth Law"

On Saturday, 25th January 1873, David packed his belongings in preparation for his departure from the ship *City of Dunedin*. He noted that Captain Ross had been "exceedingly kind" to him while the ship was in port and would not charge him for accommodation while the ship was at Port Chalmers. As a final gesture, Captain Ross had brought a number of friends aboard for a final dinner with David before his departure.

After dinner, David boarded the s.s. *Albion* (806 tons) for the voyage to Melbourne. David noted in his diary that he was given a very fine stateroom and that

"The Albion is a very fine screw steamer with two funnels, flush deck and has a splendid saloon and commanded by one of the best masters in the trade - Captain John McLean."

David must have been popular with the ship's officers of the *City of Dunedin* because

"on steaming out the harbour passed the old "City", the men mustered along the bulwarks and the officers on the poop to give me a parting cheer while passing."

The *Albion* averaged 12½ knots between Dunedin and Port Lyttleton, near Christchurch, some 400 kilometres from Dunedin, arriving on the morning of Sunday, 26 January 1873. Next day, David and a fellow passenger went ashore and

"got the half 9 a.m. train for Christchurch. The railway is a very fine one. The minute the train leaves the station, it enters a tunnel 1¾ miles (2.8 km) through Mount Pleasant and on emerging from it, it is then on the Canterbury Plains which are almost dead level for almost 90 miles (145 km) by 40 miles (64 km) broad. The railway is about 30 miles (48 km) long and there is not a single cutting or embankment 12 inches (30 cm) high. On arriving at Christchurch station which is about 7 miles (11km) from Littleton [sic] and half a mile (800 metres) from the town and walked into the centre of the City which just reminds one of a large English village. Saw a statue erected to John Robert Godley, the founder of the town, about 20 or 22 years ago."

Departing Christchurch on the late afternoon of the 27th January, the *Albion* arrived in the harbour at Wellington, the southernmost major city on the North Island, which David noted was the capital city of New Zealand. They continued on to Nelson, the northernmost major city on the South Island, which he described as *"one of the nicest places in New Zealand"* and thence to Greymouth, on the west coast, where they had

"splendid views of Mt. Cook (13,500 feet) which is the highest point in the Southern Alps." He added that "Mt. Cook is perpetually covered with snow on the top and, as the setting sun lit it up the sight was exceedingly grand although I was about 50 miles (80 km) from it."

Actually, Mt. Cook (3,764 metres) is about 150 kilometres from Greymouth.

After picking up passengers from a tender at Hokitika, 40 kilometres south of Greymouth, the *Albion* departed for Melbourne at about 3.30am on Saturday, 1st February 1873, cruising at 10 or 11 knots. Although David did not observe the trans-shipment of the passengers, because of the lateness of the hour, he observed next day, surprisingly perhaps, that *"a sailing ship is by far the most comfortable to be on."* He added that *"at 1 o'clock there were a great many albatrosses and a shark following us. The meals were all exceedingly good and at dinner there were always five courses."*

David's state of health was evidently precarious. In his diary entry for the Sabbath, 2nd February 1873 he noted

"Wakened with heavy expectoration mixed with blood so could take almost no food all day. As most of the passengers were sick a clergyman included there was no service held. Evening dull and stormy."

Arrival in Australia

The *Albion* made rapid progress, under steam and sail, and the lighthouse at Wilson's Promontory was sighted on the morning of Wednesday, 5th February 1873. David described the passage from the promontory to the Heads in detail and drew a sketch map of the coastline in his diary. He describes how

"Sailing off Cape Shanks [sic] at ¼ past 2p.m. saw the famous Pulpit Rock. Ran up our number to the lighthouse of the point from whence it would be telegraphed to Melbourne."

At about 4pm, the captain invited David onto the bridge and pointed out features of interest as the ship entered Port Philip Bay. On arriving in Hobson's Bay, David described what he saw:

"I was surprised by the large number of ships at Williamstown and Sandridge. There were also a number of vessels in the bay including the Man of War "Nelson" and the iron clad turret ship "Cerberus".

(The HMVS [Her Majesty's Victorian Ship] *Nelson* and HMVS *Cerberus* were ships of Victoria's own navy. Later, the *Cerberus* became an improvised breakwater at Half Moon Bay, Black Rock. It was a *Monitor* class, armour plated gun platform with revolving guns having a range of 5km. It had been built in the Tyne shipyards, in Northern England, in 1868.)

He noted that the s.s. *Albion* arrived at the Steamers' Wharf in the "*Metropolis of Victoria*" at about 8 o'clock in the evening, "*after making the fastest passage on record from New Zealand to Melbourne.*" He said "*I was astonished at the size of Melbourne when we first sighted it sailing up the bay.*" After the ship docked, he "*had a drive to the Parliament Houses*" and walked back to the ship. As he did so, he noticed the name of a particular office which was "*quite familiar*" to him: *S. Henderson 129 Collins Street West* – which he proposed to visit next day.

Mr. Samuel Henderson and family

On the morning of Thursday, 6th February 1873, he left the ship at about 9 o'clock and had a walk about the city. That night, he noted in his diary that he

"Called on my cousin Mr. S. Henderson but did not see him so, after taking a walk through the principal streets, again called at the office where I met Mr. Jas. Miller and remained till Mr. Henderson came. He did not know me but when I told him my name his first words were 'Are you wee Davie?' which he said looking up to me.

There came on a very heavy storm of thunder and lightning with rain in perfect torrents which only lasted for a short time but was so heavy that the streets were so flooded that several carriages and horses were swept away in attempting to cross to the Post Office. All the water runs along the streets as there are no underground drains."

He describes how they (presumably, he and Mr. S. Henderson)

"Got the 20 to 5pm train to Footscray where we arrived in about ten minutes and met the Misses Henderson (Maggie, Robina and Agnes) after a walk of about eight minutes arrived at 'Myrtle Bank' where I was introduced to Mrs. Henderson, Robert and Sam, and spent the night there."

Although he didn't know it at the time, the people he had met that day were to influence his future life in Australia.

David's diary entry for Friday, 7th February 1873 describes the house at Myrtle Bank where he was staying, apparently as a house guest of the Hendersons:

"After breakfast I had a look about the place and on going onto the verandah [sic] found that there was a magn [sic] view from it over the City of Melbourne, Hobson's Bay with Willamstown and Sandridge at which ports I could see the shipping quite pl [sic]. There is about ½ acre of garden in front of the house and at the foot of it the Salt Water River runs past with only the road between. I remembered when going up the Yarra Yarra having pointed out the place to one of my fellow passengers not knowing that it was Mr. Henderson's."

David's cultural interests are expressed in his visits to libraries and museums in both New Zealand and Australia. He describes one such visit on 7th February as follows:

"After dinner at 12 along with Mrs. H and Mr. Miller got the ¼ past 1 o'clock train to Melbourne and went to see the Public Library in Swanston Street it is a very fine building and has an immense number of books which are beautifully arranged. Underneath the Library the halls are filled with Statuary and at the back there is a very large building which is used for a Public Exhibition of National Paintings etc. The best of which are "The Dancing girl before the inquisition" 1870 by Ed Long "Autumnal Showers" 1869 by Peter Graham. "Rotterdam at Sunset" by James Webb. It is a very large work. "Rachel going to the well" 1867 by F. Goodall. "First fall of snow Tyrol" cattle by Otto Weber. "River and Mill" by F.R. Lee R.A. and one each by J.F. Herring (small) C.J. Lewis 65 - Sam Bough 1857. J. Mogford 1864. "The Fern Gatherer" by R. Herdman R.S.A. and a large painting of the "May Flower" but I did not see any name on it."

David spent the next few days sight seeing with Mrs. Henderson (his cousin, Samuel's wife) and Mr. James Miller (Mrs. Henderson's brother). He wrote that, on one occasion, they had visited "*the old store in Victoria Street North Melbourne*". (The *Melbourne Directory 1872* lists an 'S. Henderson, ham curer, Victoria Street W.M'.).

On the "*Sabbath*" of 9th February 1873, he noted that he "*went to the English Church which was about 5 minutes walk from the house.*" (And, later, that the English Church was about 500 yards from the back gate. He had previously noted that the Henderson's house was about eight minutes walk from the Footscray railway station.)

On Monday, 10th February 1873, he took a walk through Yarra Vale (Yarraville, surely?). Next day he went with "*the three Misses Henderson*" by train to Spencer Street Station and took them to see the s.s. *Albion*. They then visited the Public Library and his diary records it as

"a splendid building and has the largest collection of books that I have ever seen. It is open every week day and free to every person. There is also the Fine Art Exhibition or as it is called the Victorian National Picture Gallery which is also free. Had a look at the work, the best being spoiled by bad arrangement. From thence we went to the Museum which is a fine building behind the College. After spending a short time in examining the collection, walked to North Melbourne station and got the train to Footscray."

Mr. James Miller and family

On Monday, 17th February he noted that he "*Had dinner in town with Mr. Miller and helped him with his accounts.*" (When James Miller and his family arrived in Melbourne, on 16 September 1872, the ship's passenger list showed him as a grocer's assistant. In 1876, his daughter Martha's marriage certificate gave his occupation as "grocer". Following his death in Ballarat, in 1892, his death certificate stated his occupation as "accountant".)

During this time, David was experiencing ill health. He mentions that he "went for a drive" with Mr. and Mrs. Miller and the children to Brighton and, on another occasion, to Richmond, no doubt, by horse drawn vehicle.

On Friday, 7th March 1873, he describes how he

"went for a walk with the Misses Miller over the hill to the race course and saw a number of very good races, but I did not think half so much of a horse race as of a Yacht or Boat one."

Next day, he wrote that

"In the forenoon went for a short walk and after dinner, along with Mrs. and Miss Martha Miller, went to the race course which is just about 9 minutes walk from the house. Of course we did not go onto the course

but sat on the hill on the SW side of the Salt Water River. Saw some good races and a number of tumbles in the Steeplechase."

(The vantage point from which they were able to observe the races is shown in a painting of the Saltwater (Maribyrnong) River: National Library of Australia, Pictures Catalogue – Ryan, J. 19Cent. Flemington Racecourse from the Footscray side of the Saltwater River. Circa 1845, painting – oil on canvas.)

He describes the amusement the Henderson family found in simple home entertainment playing cards, singing together, playing "catch the tin" etc. Evidently Mr. James Miller and his wife, Margaret, had been living with the Hendersons at 'Myrtle Bank' as, on 19th March 1873, he noted in his diary that *"The Millers having taken a house in Melbourne left Myrtle Bank."* He added that on that evening, after attending *"the Annual Social Meeting of the Albert Baptist Church (Mr. Clark's) called on Millers on way home."*

On Saturday, 29th March 1873, he noted that *"after dinner went down to the Powder Magazine to see the Grand Champion gig race which was won by the Melbourne four with Ballarat second. Five boats started so that it was a splendid race. Distance four miles."*

On Tuesday, 1st April, he wrote that *"Mr. Solomon, traveller for Mr. H, caught two young sharks in the Salt Water River one being about three feet and the other two feet."*

On Thursday, 3rd April 1873 they *"Got word Mr. H had won the 1st and 2nd prize for Bacon & Hams."*

On Good Friday, 11th April 1873, David went on a picnic which he described as follows:

"started in the buggy for Mordialloc (see map page 94) along with the Hendersons and got three of the Millers in Melbourne. On arriving after a most enjoyable drive, had dinner in the scrub. Of course we had to keep a good lookout for snakes – after which went for a walk along the shore – remarked the enormous number of small shells. There were a number of Aborigines going about. Their houses are made of branches woven together and all have a very high fence or stockade (about 9 or 10 ft.) around them. They are exceedingly ugly, especially the women and keep a large number of dogs. Dark before we got home – distance being about 28 miles each way."

Sailing on the Saltwater River

On Monday, 14th April, he reported that

"Easter Monday being kept as a holiday and Mr. Henderson's boat being finished she was launched and along with the H., Millers etc. went up the Salt Water River for a picnic to above Petties. Enjoyed the day very much. (See page 115)."

Next day he noted that, in the evening, they had cut sails for the boat. It was a substantial vessel, as he described it, measuring 19 feet (5.8 metres) in length with a breadth of 5 feet (1.5 metres). The foremast was 8 feet tall (2.4 metres) and the sprit 13 feet (3.96 metres). A sketch of the vessel appears on page 110 of the Diary. Mr. Swartz, the boat builder, sewed the sails for the boat and built a quay for it. Thereafter, David spent much of his time sailing, either alone or in company with others.

On Sunday 20th April 1873, David noted that it was his (24th) birthday.

For the next several weeks, his diary entries were quite perfunctory, often limited to a single sentence commenting on the weather and banalities, such as calling at the Post Office for his mail (unsuccessfully). On 8th May he simply noted, "*Nothing particular*".

At about 9 o'clock on the night of 14th May 1873, he had observed "*a splendid total eclipse of the moon and the night being fine we could see it to great advantage.*"

On Thursday 14th May, he recorded that "*Along with Mr. H. (Henderson) went to the Pig Market in Melbourne. Thereafter, to Copelands where I ordered a suit of gray tweeds and paid £4 (Four pounds or \$8 eight dollars in decimal currency) for them.*"

At page 115 of the diary, between entries for the 23rd and 24th of May 1873, he has drawn of sketch map of what he called "*Hobson's River and part of the Yarra Yarra & Salt Water Rivers.*" The area covered extends from Maribyrnong, in the north, along the *Salt Water (Maribyrnong) River*, past the *Melbourne Horse Race Ground (now Flemington Racecourse)* to the *Yarra Yarra River* and south along that river to its mouth, near a *Punt* north of Williamstown.

The map shows the location of "*Myrtle Bank*", the home of Samuel Henderson and family on the west bank of the *Salt Water (Maribyrnong) River*, east of the Footscray Railway Station and south of the *Melbourne Road Bridge (now the Hopetoun Bridge on Dynon Road)*. Nearby is the (Myrtle Bank) *Boat House*. Further south, the map shows a number of interesting aspects of Melbourne life in 1873, including "*Aus. Mt. W*" (Australian Meat Works?) a "*Stone Works*", a "*Powder Magazine*", "*Sugar Works*", "*Sand Pits*" and "*Prison Hulks*" located near the west bank of the Yarra, north of a "*Punt*" at the river mouth.

The "*McMeikans*" shown on the map is probably the location of the home of a Mr. McMeekan, of McMeekan Blackwood & Co., whose City address, together with that of Mr. Samuel Henderson, David used as a forwarding address for his mail deliveries from Scotland. (The *Melbourne Directory 1872* has the following listing: *McMeekan Blackwood Co [McMeekan, J. Blackwood, J.] Merchants & Shipowners, Agents for Melbourne, Adelaide and New Zealand SN Co. 2 King Street.* A further entry lists *McMeekan James [McMeekan Blackwood & Co. pr. (private residence ?) 76 Adderley St West Melbourne]*.

In June 1873, David was still living with the Hendersons at *Myrtle Bank* and his diary notes that he spent his time establishing a vegetable garden and planting trees (with the help of a gardener) helping Mr. Samuel Henderson and Mr. James Miller with their accounts and paperwork and sailing the Henderson boat. In the evenings he sometimes relaxed reading the Glasgow papers.

On Monday 16th June 1873, David noted in the diary that, in the City that day, he "*Saw good W.C. drawings by Gulley in Fletchers .*"

On Friday 27 June 1873, he wrote that he

"Got home letters per RMS China which arrived 4 ½ days before contract time or little more than 41 ½ days from England."

On Saturday 19th July 1873, he was

"In garden and factory. Five friends of Mr. H called and went through the works with him. Drove up to town with them in the evening."

(This suggests that the "factory" was part of "the works" at *Myrtle Bank*. Ham and bacon curing could well have occurred on site.) Furthermore, David's diary records that, on Wednesday 23rd July 1873, he was engaged in "*Cutting Ham Bags*".

By this time, daily diary entries may have become an unenjoyable chore, as is suggested by the following perfunctory entry:

"Tues. Wed. Thurs. Friday 5. 6. 7. 8 August Nothing particular. In garden."

On Tuesday 12 August 1873, it was a

"Dull wet day - N. Being the Footscray election and Mr. H standing for the Council was out most of the day in his carriage getting the ladies to come and vote for him. At the close the following were returned: Henderson 256 Reed 220 Leek 187. Not returned Gammon 170 Smith 155 Yuill 45."

On Tuesday 19th August David was "*In the garden & shop cutting ham bags.*"

On the "*Sabbath*" 24th August 1873, David wrote that

".....along with Mr. H went to Williamstown and saw ship 'Dallum Tower' which was almost lost on her way out having every mast broken by the deck and all the poop broken up. The wonder is that she ever arrived in Melbourne."

On a piece of blue scrap paper, which appears to be part of an envelope, is written

*"David Yuile Jr. Esq.,
c/o Messrs. McMeekan Blackwood Co.,
Melbourne Victoria "*

A list of eleven names of people, to whom David may have intended writing, is written in pencil, in what appears to be David's handwriting: *"Papa, Johmie, Nellie, Helen, Mave, Jessie, MJ, Aunt Ann, Poly (?) John, Service, Macfarlane."*

On the other side of the paper is written:

*".....and Gordon. Of late I have
Down the peaceful waters of the Yarra Yarra River to Hobson's Bay. Where most of the large ships for Melbourne discharge. When down the bay a few weeks ago I went on board the ship 'Dallum Tower' which put into the port in a fearfully dilapidated [sic] condition. She was bound for Dunedin NZ but was overtaken by a fearful storm which swept her masts on the decks smashed her boats - completely destroyed her saloon washed overboard her charts and all navigatable [sic] instruments. Yet in this crippled condition and under her (indecipherable) spars for jury masts she weathered the storms of the ocean for more than a month and arrived in port."*

"Sabbath" 31st August 1873

".....went for a walk to Yarravale [sic] along with Miss Martha Miller. Evening at church with the children and Martha."

Saturday 6th September 1873

"Good day. In garden most of the day. In the evening went to hear 'Moses in Egypt' by the Melbourne Philharmonic Society in conjunction with the Italian Opera Coy. There was a very large turnout in the Town Hall. Sir Geo. and Lady Bowen were present. It was a very fine performance the organ was also playing."

Saturday 20th September 1873

"Very strong N wind. Being Agnes Birthday a number of her school companions came down to have a sail so about 10 o'clock started with 16 [sic] of them up the river but as the wind was so strong only got above the race course where I landed them and they had lunch etc. As I saw there was a change coming on started soon and sailed down all the way with a shall [sic] and just got landed when it came on very stormy and wet from the SW. The children had a party in the evening."

Monday 20th October 1873

"Beautiful day. Went in the wagon round Emerald Hill - St. Kilda - Prahran & Windsor etc. Saw the mail steamer 'Bangalore' arrive and got letters & papers. Letters from Papa, Johnie Willie Helen Aunt Ann."

Friday 31st October, 1873

".....Total rain fall for the last ten months 23.51 in (59.72 cm)."

Saturday 1st November 1873

"Dull showery. Forenoon in garden. Aft. Along with Mrs H & children went to the hill opposite the Race course and saw the Victoria Derby & the Maribyrnong Place [sic]. Evening playing Bagatelle."

Thursday 6th November 1873

"Fine. Strong S wind. Melbourne Cup Day. Public Holiday. Forenoon garden. After dinner at noon went over to see the races in the boat and had a fine sail along the strait [sic] landed and went (to) the hill and had a good view of the Cup Race which was won by Don Juan doing the two miles in 3 m: 36 sec. "

Boat races on the Saltwater River

Wednesday 19th November 1873

"Fine warm day. S wind. In garden most of day. Boat House commenced. The boats arrived in the evening and were put under the verandah" [sic].

Between Monday 24th and Thursday 27th November 1873, David and "Logan" were busily engaged with the Boat House and in constructing a jetty or "Boat Quay".

Saturday 29th November 1873

"Good Day blowing strong from the SSE large sea on the river. In the afternoon asked four of the men to form a crew as I wanted to train them. Got Silvester for stroke Kenehan Saunders & Thom McTear. Had the first practice in the evening in the large boat the men were very clumsy none of them being able to row."

Tuesday 2nd December 1873

"In garden found a very peculiarly marked plant and kept it as I had never seen one with spots on it before."

A specimen of this "plant" has been pasted onto page 133 of the diary alongside the relevant entry. It has the appearance of a common three leaf clover, each of the leaves of which has a single dark brown spot in its centre.

Thursday 11 December 1873. The following enigmatic entry appears:

"Good day. In garden. Was surprised to hear that Mrs. H had given birth to a son almost unexpectory" [sic].

Saturday 13th December 1873

"Fine morning SW Light - Sitting on the verandah [sic] saw a ship sailing up the Bay and knowing from the papers that the 'Ben Cruachan' was reported, took the 11 o'clock train to Williamstown where I got a waterman's boat and went to the 'Ben' which was far out in the bay. Boarded her and met Mr. John MacKillop who was looking very well and surprised that I should have got on board so soon. I was astonished to find that two of the Stewards that we had on board the 'City of Dunedin' had come out with the 'Ben' one as a passenger for his health. Returned to Footscray with the 1 o'clock train. Saw the R.M.S. 'Nubia' arrive with the All England Eleven Cricketers on board. Evening went up the river with the men for a practice. Got home letters from Papa, Willie, Johnie & Mr. McClure. Was delighted to hear that Willie had got a daughter on the 24th October and that they intended to call her after her two Grandmothers Louisa Janet."

Monday 29th December 1873

"Beautiful day. S Got the 10 train to Melbourne and walked to the Melbourne Cricket Club ground to see the finish of the First Match between Eighteen Victorian and the All England Eleven. The Victorians won the match in one innings with 21 runs to spare making a score of 266 while the Eleven in their first made 110 and second 135 total 245. Cooper for the Eighteen made the splendid score of 84 and got out by hitting his wicket. There was a very large turnout of people about 10,000. On the first day there was 16,000 and the second 14,000. Only three of the Eighteen were bowled while the Eleven in their first innings were deprived of six stumps to the bowling of Allan & Costick with Conway & Boyle to give them a short rest."

(There follow the scores of the All England Eleven captained by W.G. Grace at page 136.)

Thursday 1st January 1874

"Beautiful warm day. Along with the Hendersons drove in the wagon to Survey Paddock (Burnley, adjacent to the Yarra River) where we had a picnic. Surprised at the enormous number of people out for a holiday. Horse with green silk parasol. Posted home letters."

Wednesday 21st January 1874

"In the forenoon went to the Court at Footscray as a witness against Joe Fleming for assaulting Ah Mow who took his oath by fire. Fleming was fined £7/4/- (seven pounds four shillings or \$14.80) and Jas. Reed the JP on the bench paid for the fine himself by a cheque. Aft in garden. Beautiful day."

Sabbath 25 January 1874

"Fine. S At church. Mr. McKenzie. In the afternoon went with the children to the Sabbath School and Mr. McK gave me a class of little boys from 6 to 8 years old. The school collected for the New Missionary Ship £8/11/10 (eight pounds eleven shillings and ten pence or \$17.20). Spoke to the boys about Moses"

Saturday 21st February 1874

"S. Beautiful day. Went with Mr. Henderson and Mr. Miller to the Melbourne Club Ground to see the finish of the cricket match between the All England Eleven and the Fifteen of Victoria. The Eleven made a good score and won with 7 wickets to fall. Afterwards with 11 Victorians in the field W.G. Grace made 126 in an hour. Tea at Mrs. Miller's. 8 o'clock train to Footscray."

Saturday 7th March 1874

"Fine. Went to Williamstown and took the children to see the "Nelson" in dock. Walked to the back of the town and had a walk along the shore. Warm - returned to Footscray in the afternoon."

On a scrap of paper torn from a cash book, the following lines appear in what seems to be David's handwriting:

"~~On the second~~ [sic] About the beginning of this month I went to Williamstown accompanied by three lady friends to see the New Alfred Graving Dock which has just been finished. We went down the stairs and passed under the keel of HMS Nelson and came up on the other side. The dock is the finest piece of work exquisite of the kind I have ever seen costing the enormous sum of £341,686. (\$683,372).

Afterwards we went to the back of the town and had a walk along a fine sandy shore with the large blue waves dashing at our foot. It just reminds me of the walks we used to enjoy at Millport and how I longed

to be there once again - ~~When out in the boat I always get the young ladies to row~~" [sic].

On the reverse of the scrap of paper recording the visit to the New Alfred Graving Dock, in the same handwriting, the following appears:

~~"I was delighted to hear that you have been enjoying yourself as wel [sic]. I heartily rejoiced to hear that you are keeping well and enjoying yourself & I suppose by the time you receive this you will again be looking forward to the summer [sic] spending a few months on the sunny shores of the Clyde which I trust you will enjoy and have lots of boating.~~

Last Saturday we had the Annual Melb Regatta on the Salt Water River and such a turnout of people there must have been thousands. The winning post was just at our garden gate and from the verandah [sic] we could see the races from start to finish. ~~I had plenty of work attending to such [sic] such a lot of charming young ladies there ."~~

Saturday 21st March 1874

"Dull. S with showers in the forenoon. Being the Annual Melbourne Regatta Day there was a large turnout of people on the banks of the Salt Water river. There were eleven races most of them being very good." (He lists the eleven events and the results.) There were a large number of people on the veranda."

Tuesday 31st March 1874

"Anniversary of Sir George Bowen's arrival." (Sir George Bowen was Governor of Victoria from 1872-1879.)

" April 1874 "

"Weather fine most of the month - excepting the first week when it was very wet for a few days causing the largest flow on the Salt Water river I have seen. Good Friday and Easter Monday 3rd & 6th April did not go anywhere. On the 4th received the following challenge -

(Footscray - April 4th 1874 - Mr. Yuile Dear Sir. I am instructed by the Committee of the F.R.C. to challenge your crew to row a friendly race over the Regatta course on Saturday the 25th April. Your crew to have the use of one of our boats. I am Sir, Yours John Campbell pro J. McMeikan Hon. Sec.) and after consulting with the men accepted it and went out for a practice almost every evening. At first I started with Isaac but had to change him. On the 8 received home letters. Campbell stroke of the Footscray told me that he could not row on the 25th but he would do so on Saturday 18th inst if I would do so to which I agreed although it gave my men very short practice."

Saturday 18th April 1874

"Dull drizzley [sic] day with Light South Breeze. In the boat-house all day till 2 o'clock cleaning Boat along with Randolph one of the men. After a little dinner got boat in water and left the quay about 4 o'clock. Pooled gently down the river to the starting point where I won the toss and took the Sandridge side. After getting into position Mr. Learmonth the president of the club started us at which the Footscray crew got away with a splendid spurt and when about 200 yards from the Sugar Work Quay were 6 or 7 lengths ahead at which I coached my crew a little harder and made up to them when opposite the McMeikans. But as they had taken our water I had to threaten to foul them before they would let us pass. At the last red beacon we were just neck & neck but drew ahead and steadily increased the distance to the finish winning by six lengths. The Betting was all in favour of the Club Crew. Myrtle Bank crew - A. Holloway (bow) A. Sandford (2) J. Kinahan (3) S. Britt (stroke) D. Yuile (cox) Footscray Club Crew J. Cleghorn (bow) A. Burrows (2) J. Orton (3) J. Campbell (stroke) J. Carter (cox) - After the race was over the Footscray Crew challenged us again to row on that day three weeks as they were not pleased with their No.2. Of course we accepted it - See page 115." (of the diary).

Monday 4th May

Fine SE. In garden could not get out for a practice as the men were killing all day."

(This suggests that the Myrtle Bank crew members were employees of Mr. Samuel Henderson in the ham and bacon curing business.)

Saturday 9th May 1874 (pp. 145-6)

"Fine. N. As we had to row the second challenge race in the afternoon along with Rudolph cleaned and polished the boat from 9 a.m. till 3 in the afternoon when I had a little dinner and got all the men into the boat and left the Boat House about ¼ past 4 and rowed gently to the starting point. Where I again won the toss and took the East Side of the River. Sun very warm. We were started by Humphrey and the moment he said "Off" all my men caught the water splendidly the result being that in a few strokes our stern was soon at their bow and although they twice made a splendid spurt they were never able to make up as we were rowing in splendid form at from 40 to 42 strokes per minute all told and steadily increasing the distance to the finish when we won an easy victory by over 10 lengths the time 9 m 58 sec being against wind and tide - distance 1¾ miles (2.8 km) - length of boat 43 ft (13 metres). Great cheering when we came in first. There was a large turn out of friends after the race. Messrs. Clark, Langwell etc etc. & Mrs. W. McIndoe came up for tea and we had a little singing in the evening. Mr. Jas Miller was in bed."

The boat races between Footscray Rowing club and the Myrtle Bank crew seem to have assumed epic proportions. The result of the latest challenge featured in a local newspaper (a cutting from which is pasted onto page 145 of the diary, at the commencement of the entry for 9th May 1874) and reads as follows:

"AQUATICS. - The second challenge of the Footscray Rowing Club to row the Myrtle Bank crew (now members of the club) came off on Saturday afternoon, the weather being all that could be desired. A considerable amount of interest being felt in the result, a number of people were attracted to the banks of the Saltwater River to witness the race over the regatta course, which again resulted in an easy victory for the Myrtle Bank crew; time 9 min 58 sec. The winning crew consisted of - A. Holloway, 1; A. Sandford, 2; J. Kinahan, 3; S. Britt, stroke; D. Yuile, cox. F.R.C. crew: - J. Irving, 1; J. Cleghorn, 2; J. Morton, 3; J. Campbell, stroke; J. Carter, cox. A wag asks - "Why should not the winners of this race enter for the Banks contest on the 30th inst? One Bank being equal to any other Bank in love and war."

There is no explanation for the abrupt cessation of the diary after this entry or why (and which) *"Mr. Jas Miller was in bed."* In fact, there were two James Millers - father and son. Samuel Henderson's brother-in-law, James Miller, had two sons. The elder was also named James Miller and was Martha Miller's elder brother, the younger was Samuel Henderson Miller. James Miller junior was a machinery merchant in business at Ballarat. He had shared some business interests with David Yuile and, when making his will in 1877, David appointed James Miller junior executor of his estate.

On 21st November 1876, David Yuile married Martha Miller, daughter of James and Margaret Miller (Henderson) at her parent's home, "Clutha" (Gaelic for "Clyde") in Yarraville. The marriage certificate states David's age as 27 and Martha's as 23. His occupation was given as an importer and hers as a domestic. David's father was stated to have been a wine merchant and Martha's father a grocer.

David Yuile was engaged in the importation of paintings, drawings and prints from overseas (what would be known, today, as an art dealer). This accounts for his interest in visiting art galleries and museums (according to his diary) in the course of his travels.

Epilogue

David Yuile died on 12th January 1889. He was just 39 years old. The cause of death was given as "phthisis (consumption)". It was for this chronic condition that his doctors, in Scotland, had recommended his long sea voyage, little more than sixteen years earlier. On his death certificate, Dr. A.V. Henderson attested that he had treated David for nine years. He was buried at Boroondara Cemetery, Kew, Victoria. His premature death left a young widow, aged 34, and five daughters aged from 3 to 11 years.

All five daughters were born in Footscray, but at the time of David's death the family was living at 2 Trafalgar Road, Camberwell. The house, which was named *Rona* (a tiny, uninhabited island off the eastern coast of the Scottish Isle of Skye) was a substantial home in a desirable, residential area. Their departure from Footscray for the more salubrious environment of Camberwell may have been prompted by increasing industrial development in the Footscray area in the 1860-90s, including quarrying, fat boiling, meat canning and candle making industries and reliance on the Salt Water (Maribyrnong) River to carry away the industrial waste.¹

In the 1870s the waterfront was taken up by large and very smelly factories, many of them fleeing opposition from local councils in other parts of Melbourne. Bone mills, fertiliser works, an acid plant, the Victoria Sugar Co.'s refinery – all clustered along the river, making Yarraville the home of Melbourne's chemical and fertiliser industries.² Ironically, it would seem that Samuel Henderson may have been a contributor to that pollution.

Martha did not re-marry and continued living in the house until her death, in 1930, at the age of 76. *Rona* remained occupied by her surviving, unmarried daughters – Margaret, the eldest, (a music teacher) and Martha Marion (May) the youngest (a secretary at the Camberwell City Council) who died in 1952 at the age of 66. Margaret resided in the house until her death in 1973 at the age of 95 years.

Historically, during the 64 year reign of Queen Victoria, from 1836 to 1901, almost 15 million people left the British Isles in search of a better life elsewhere. This period saw the greatest displacement of people ever to emigrate anywhere in the world.³ Martha Yuile was one of these, having migrated to Australia with her parents, James and Margaret Miller [Henderson] and family in 1872. David Yuile was not an emigrant. He had undertaken a sea voyage for the sake of his health. His permanent domicile, in a distant land, was an unintended consequence of that voyage.

¹ Footscray Historical Society Research: Local History (2006).

² "Imagine the Future. Redreaming the Plain: An e-journal about sustainability. Yarraville: Author – Jenny Lee (2001).

³ "In Bed with an Elephant. A Journey through Scotland's Past and Present." Ludovic Kennedy (1995).

Family History

Records at Land Victoria (formerly the Titles Office) reveal that David Yuile became the registered proprietor of the property at 2 Trafalgar Road, Camberwell on the 18th of October 1886. As his youngest daughter, Martha Marion (May) was born at Footscray, on 6th December 1886, it indicates that the family had not occupied the property until after that date. Significantly, the records also reveal that David transferred ownership of the property to his wife, Martha, on 8th May 1888, just eight months before his death. Perhaps his health had deteriorated to such an extent that he considered this a prudent course of action to protect his family's interests.

David's probate documents reveal that he left no real estate and a retained personal estate of £1003-15-3 (One thousand and three pounds, fifteen shillings and three pence) or \$2,007.53 in decimal terms. Martha was his sole beneficiary. The house is described in Martha Yuile's will as "*having a frontage of 50' 2"* (50 feet 2 inches or 15.29 metres) *to Trafalgar Road Camberwell by a depth of 201' 4"* (201 feet 4 inches or 61.36 metres) *upon which is erected a brick villa containing 5 rooms and conveniences*". It formed Martha's real estate in her will in which she bequeathed it, in equal shares, to her unmarried daughters, Margaret and Martha Marion (May).

Evidently David had succeeded in business sufficiently to provide for his wife and family following his death. A letter dated 17th July 1888, from David Yuile, at 87 Collins Street East, to James Miller jnr. refers to a mutual interest in shares in the Australian Ruby Coy. Another letter, dated 27 September 1889, to Martha Yuile from her younger brother, Samuel Henderson Miller, refers to three current insurance policies, each for £1,000 (\$2,000) and to the necessity for insurance coverage for "drawings intended for New Zealand." A letter dated 22nd June 1891, to Martha Yuile from her elder brother, James Miller jnr., refers to cheques from him to Martha and assistance with David Yuile's estate.

The 1908 Victorian Electoral Roll for the Kooyong electorate, sub-division of Camberwell, page 57, shows the following:

"3365	Yuile Annie Elizabeth	Trafalgar Road	Typiste
3366	Yuile Janet Florence	Trafalgar Road	Typiste
3367	Yuile Margaret	Trafalgar Road	Music teacher
3368	Yuile Martha	2 Trafalgar Road	Home duties
3369	Yuile Martha Marion	2 Trafalgar Road	Typiste
3370	Yuile Ruby Helena	Trafalgar Road	Clerk"

A Householder's Schedule for an Electoral Canvass, dated 28 February 1911, shows Martha Yuile and five daughters, aged over 21 years, living at "*Rona*". An Agricultural Statistics Supplement showed that they possessed "17 fowls, 10 ducks and 2 turkeys." With the exception of the youngest, the sisters lived into their nineties:

Margaret	1879 - 1973	95 years
Janet Florence	1880 - 1971	91 years
Annie Isabel	1881 - 1979	98 years
Ruby Helena	1884 - 1979	95 years
Martha Marion (May)	1886 - 1952	66 years

Following Martha Marion (May) Yuile's death, on 27th October 1952, ownership of *Rona* passed to her surviving sister, Margaret. Mortgages were taken out on the property in 1953 (discharged in 1959) and 1959 (discharged in 1960). On 30th August 1960, ownership of *Rona* was transferred to Jean Sheppard Ransom of 29 Henry Street, Hawthorn as proprietor of the property. Margaret Yuile continued to reside there, despite a second change of ownership in 1969, until her death in 1973.

Mr. James Miller senior, who features in the diary as the brother-in-law of Samuel Henderson, is the great grandfather of Sinclair Imrie (Mick) Miller and his older brother Allan James Miller. James Miller senior's younger son, Samuel Henderson Miller, also mentioned in the diary, and who, as a solicitors' clerk, drew up David Yuile's probate documents, was their paternal grandfather.

The diary had been in the possession of Phyllis Ruby Kershaw (Watts) a grand-daughter of David Yuile and his wife, Martha (Miller) and a great grand-daughter of James Miller senior, and his wife, Margaret (Henderson). It passed into the possession of her daughter, Helen Kershaw, who is David Yuile's great grand-daughter and the great-great grand-daughter of James and Margaret Miller (Henderson).

Copies of the Death Certificates of David and Martha Yuile have been obtained and are available for the benefit of family historians.

S.I. (Mick) Miller
30th June 2006