

DIARY EXTRACT.

Book 1

This is a photocopy of the Diary
kept by

Engineer W.G.Robertson

of the

Victorian Naval Force

The diary was commenced whilst on

HMVS Cerberus

Where he volunteered and went to China in 1900

as a member of the Victorian Contingent

during the Boxer Rebellion

When the news of the massacre of the Christians in China reached Melbourne, the Hon^{ble} Reid ministry offered the Imperial authorities a Naval Contingent. The offer was accepted on July 6th 1900. Captⁿ Tiddell offered to provide 2 - 14ⁱⁿ G.E. Guns fitted as field guns (these guns being fitted on naval mountings on the breastwork deck of the 'Cerberus') and 200 Officers and men.

When volunteers were called for every man in the ship stepped out. The following commissioned officers were accepted, viz. Cap^t Tiddell, Lieut. Biddlecombe, Engineer W. G. Robertson, Paymaster Treacy, Sub. Lieut. Burford and Staff Surgeon Stewart.

The following Warrant Officers were also sworn in - Messrs. Kearns, White, Bates, Heam, Moorwood, & Clouingbold & Inglis.

The Captⁿ promised that the Contingent would be ready for embarking in seven days after it was accepted, and asked me to get out drawings for the alterations to the gun mountings and to super-intend

the alterations at the Newport Railway workshops. Made the plans and submitted them to the Capt^y who approved of them. Made wooden templates and took them up to Newport where the guns, limbers and ammunition wagons were completed within the specified time. Received the greatest assistance from the officials at Newport especially from that exceedingly clever officer, Mr. R. Underwood.

The wheels, axles & poles I got from W. Hudspeth Normantby Road, S. Melbourne

	— Cost —	£. s. d
12 Wheels at £11.10.0	=	138. 0. 0
4 Poles Complete	=	10. 0. 0
4 Pairs of Axles	£	20. 0. 0
		<u>£ 168. 0. 0</u>

Cost of Labor, Material, Tools, Supervision, at the Newport Workshops also new pivot spindles &c =

	£ 333. 10. 0
	£ 168. 0. 0
Total Cost	<u>£ 501. 10. 0</u>

On Saturday July 13th 1901 the first gun trial took place, the mounting giving entire satisfaction. The two limbers and two ammunition wagons were also tried and also came up to expectations. A second trial took place with No 2 Gun, with the most satisfactory results; the recoil press and the spade & wheel brakes worked splendidly the maximum recoil at extreme elevation being 3'.

	Recoil - 2 nd Gun	Feet. Inches
1 st Round	Reduced-blank	Nil
2 nd "	Full "	Nil
3 rd "	Iron, common, full Charge	2. 6
4 th "	" " "	2. 6
5 th "	" " "	3. 0
6 th "	Shrapnel	3. 0
7 th "	Shrapnel	3. 0

The gun trials were carried out in the presence of the Secretary of Defence, the Captain & a number of Military Officers.

Before leaving for China the whole of the
Naval Contingent ^{was} were marched to the
Williamstown Rifle Ranges and went to
target-practice with rifles & revolvers;
the 14 pounders also fired 16 rounds
per gun under the most severe conditions,
and I ^{am} now perfectly satisfied that they
will give no trouble as far as my work
is concerned. I am now finished with
them until we reach China, and feel
a great load taken off my mind, as I
had so many critics who prophesied all
kinds of disaster to my mounting, but
who themselves were full brilliant ideas.
In addition to being at work from daylight
to midnight, from the time the alterations
were commenced I had to contend with
some who when they saw that the
guns were going to be a success,
tried hard to get the credit, but failed
and all the thanks I received was to be
told that new guns could be bought for
the cost of the alterations. My experience

of the liberality of the Defence Dep^t and its brain suckers may be useful to me on a future occasion.

We are weary of waiting to hear that a transport has been chartered and are greatly relieved to learn that the clipper ship of the White Star line is to convey us to China (S. S. Salamis - Capt Douglas)

July 29th Troop ship Salamis arrived in Hobson's Bay and moored alongside railway pier Williamstown to take in guns & heavy gear, after having done so anchored between P. Melb^{ne} & Williamstown.

30th. The Victorian Naval Contingent
" left the Torpedo Depot Williamstown
" today and went by train to Spencer
" Street; from there marched through
" the streets. There was an immense
" and very sympathetic crowd

30th July

and the reception the sailors received was very gratifying and I hope we will keep up our end of the stick in a manner which will justify the good opinion the Public seem to have of our Contingent.

On arrival at Parliament House we were addressed by Sir J^{no} Madden and Mr W. McLean premier of the Colony. We then marched to Port Melbourne and I trust I'll never have another such march. The crowd was in a very sympathetic mood, and with the best intentions, but with exceedingly mistaken kindness kept supplying the men with bottles of beer, whiskey &c. the route was literally strewn with broken bottles.

At times it was difficult to see the male portion of the Contingent as the lady friends of the men took ~~the~~ charge, and each man's sisters

30th

and his cousins - not to mention his wives must have been "numbered by the dozen", and his children by the hundred.

When we arrived at the pier there an enormous crowd and I don't yet know how I got through it - I got through it - and the hands were eventually mustered, there being no absentees. I sincerely trust I shall never again be an eye witness of some of the scenes I was compelled to see - women & children in tears imploring the men not to leave them, some fainting, others with a look of despair on their faces that appealed to one's sympathies more than tears; but I suppose when a country prepares to indulge in the "gentle art of war" such scenes as these will ever be.

We embarked about 4 p.m. and had a glass of wine with the Meivids.

30th

of Defence who in a "neat & suitable
speech &c". Just before the visitors left
the ship Major Appleton ^{gave me a} watch
strap for my wrist, a mark of
kindness I appreciate very much.
My brother John & Jim Deunneus
also came to see the last of me.

After the departure of the visitors
we steamed a few miles down the
bay and anchored for the night and
looked for our rooms and sat down
and communed with ourselves. I
have been so little at home since I
have been thrown on my own re-
sources that I felt a feeling that
I had never experienced before in
leaving - perhaps for the last time
the few relations and friends ~~to~~ I
have remaining.

Aug²¹

Passed through Port Phillip Heads
at 8.30 a.m. Cape Schank 10. a.m.
Wilson's Promontary 5.30 p.m.

~~50~~

1
2
Aug. 2nd Passed Gabo Island at
9.15 am. fine weather, smooth sea
went to sword exercise. Are all
well pleased with our quarters.

Aug. 3rd Arrived in Sydney Harbour and
made fast to the Royal Arthur's
moorings, Farm Cove at 8.30 am
Called on several friends during
the day

4th
Went on shore and purchased
Trautwines Civil Engineers'
tables 25/- The Gov^t should
pay for this, but my previous
experience of the liberality of
that body induces me to believe
that ~~that~~ they will see me in
Hades before they do.

5th
Sunday. Did not land today.
Captⁿ Douglas has a large party
coming off to lunch. Have arranged

Aug^{1st} 1900. To call on the officers at Garden
Island. A military service is to
be held at the Cathedral this after-
noon. Am not going. Have had
enough parading through the streets.
Besides am not in a churchgoing
mood, my thoughts will wander
back to the last Sunday spent in
Melbourne in company with those
whom I may not see again on this
side of the grave.

I am glad I did not go as I
believe the procession was like a
circus. Have written to everyone
to whom I should have written.

The doctor seems to be taking
quite an interest in me, as he would
that if I get felled with Chinese
lead will search for every bit
of it. This is very gratifying &
makes me feel quite cheerful.

Aug^{6th} The ship went to the wharf at
Norlombos to take in stores and to
embark the N. E. W. Contingent.

" 4th The Chief Steward shot himself today.
Ship still at wharf. Troops to
embark at 3 p.m. Went ashore and
purchased a Webley Match Re-
volver. Could not be bothered with
the brutal thing supplied by
the service

The N. E. W. Contingent - came
on board at 4 p.m. There was
a great demonstration on the
wharf. The men arrived in a
very creditable condition - scarcely
a drunk among; they seem a
splendid lot of fellows and should
give a good account of themselves

Among the Officers are quite
a number of very juvenile "Sub-
-lieutenants & midshipmen" whose
means of subsistence consist mainly
in ~~of~~ navigating a ledger or attending

Aug. 7th 00 to a telephone. The other officers are by profession Solicitors, Law managers and newspaper reporters and other risky occupations which go to make a seaman. Two of them have actually been to sea viz. Captⁿ Hixson R.N. and Commander Connor R.N.

Captⁿ Hixson goes with the contingent to Hong-Kong and hands the command over to Lieut. Gellespie (of the "Maldura") who has been appointed by the Imperial Authorities (on being asked for an officer) to take charge of its contingent by the N.S.W. Government. Lieut. Gellespie was at once made a Captⁿ in the N.S.W. Naval Force, making him senior to Commander Tichell. We are all sorry for Tichell having to play second fiddle to a man so much his junior in the service

Aug. 7th but ~~ATTS~~ N. S. W. has scored
and I have no doubt will score
all along the line.

After the embarkation of the
troops the Dalmanis steamed about
2 miles below Fort Macquarie
and anchored.

8th The gentle public are admitted
from 10 am. to 3 pm. and have
fully availed themselves of the
opportunity of saying good bye
to their friends. The ship is
crowded, and I really think from
a few observations I have made that
the N. S. W. men have more female
relatives than ours.

Barl Beauchamp & Mr John Lee
came on board and addressed the
men. The Governor reminds me of
Lord Hopetoun - scarcely so fluent
but he spoke with an air of sin-
-cerity one misses in the ordinary

Aug. 8.00 - political harraugue.

Mr John Lee addressed the officers in the saloon as only Mr John Lee can, he made one of the most earnest and fluent addresses I have ever had the privilege of listening to. The ship was cleared and we passed through Sydney Heads at 5.30 p.m. followed by a large number of private & government steamers, yachts &c. The people of Sydney have given them a most enthusiastic send off and one that will not soon be forgotten.

I recd a number of letters and telegrams just before leaving.

We are now fairly at sea & expect to reach Hong Kong about the 25th inst.

The Sydney Daily Telegraph, the Evening News, the Daily Star and other newspapers have published sensational articles headed "Alleged

Aug. 8. 00 Tyranny of an Officer, Reported
trouble among the "Victorians" &c
(See newspaper Cuttings) and comment
on certain alleged tyrannical conduct
by an officer. The case was not
really as bad as the newspapers made
it. The reports emanated from a
sea lawyer, who had fondly hoped
he was going on an extended
maritime picnic and almost fainted
when he was asked to do some
trifling job aloft. This hero
subscribes to the doctrine that one
man in a family is enough to work
his father was working when he left
Melbourne and ~~was~~ the other
male members of the family like
work so well that they could
lie down alongside of it.

One just cause for complaint was
settled without any attempt at
disrespectful or mutinous conduct
a number of men, some of

Aug^d 8.00. whom were not notorious for their good conduct were promoted over the heads of men senior to them who were men of good character and ability. They fell in to see the Capt^m about it and did some very straight talking, ~~about~~ but in a respectful manner.

They asked him what is the use of a clean sheet and proficiency at their work, if, when promotions were to be made the men of good character were passed over in favor of those taken from outside the service, and others who were neither noted for their good character nor their proficiency.

The men said it was the result of favoritism on the part of a certain officer. However the men who had been promoted were disgraced and those to whom the rates by right belonged were

promoted. I think the Capt^l would have suffered less humiliat-
-ion if he had used his own judge-
-ment instead of being ~~to~~ advised
by others. One of the men rated
in the first instance was —
who as everyone knows is the ring
leader of every disturbance that
occurs in the Service.

Aug-9th Fine weather. Sea comparatively
smooth. There must be something
radically wrong with me this
morning, as I awoke at 5 am &
actually wanted to get up. Such a
thing never happened before. I
must consult the medicine man.

One of the articles of my belief
has been that prosperity does
not attend an early riser. I hope
my good luck is not going to
desert me. There is a rush for the
baths in the morning and as

19. 9th 00 there ^{is} a large number of officers things are busy for an hour or two in the early morning.

Passed Smoky Point at 10.50 am
205 miles from Sydney Heads.
We are steaming 12.6 miles per hour
which is not bad considering that
the firemen are suffering a very slow
recovery from the effects of Sydney
beer.

I have just been vaccinated -
the officers to-day, the men to-
morrow. It is not compulsory,
but as China is always reeking
with small pox the precaution
is a wise one. Miles run up
till now 216.

Among the N.S.W. Officers is one
to whom I have taken a great
liking, viz. Dr. Steel their Surgeon,
he is one of the most scholarly
and unassuming men ^{has} ever
been my privilege to meet. The

Literature he reads he carries about
with him in his coat pocket - ~~and~~
- a pocket edition of Horace and
another of Shakespeare. Am afraid
he is not strong.

Aug¹⁰th We have now completely lost
the land - nothing to be seen but a
score or so of whales who are
spouting for the amusement of
a number of Naval Officers who
have never been to sea before.

Very Considerate of the whales.
Weather fine. Latitude 26.31 South
Longitude 155.14 East. Miles run 27^{1/2}

11th

Fine weather, comparatively
smooth sea. At 9 am. we were 730
miles from Sydney, the distance
from Hong Kong by the course
we are taking being about 4200
Lat. 21.50 S. Long. 156.43 E.

Miles run in 24 hours = 293

1st Aug. - 00

Today we made out our identification papers to be sewn on the inside of our Coats so that in case of accident on the field the body may be identified.

2nd

Lat. $16^{\circ} 59' S$. Long. $156^{\circ} 15' E$ East
Miles run 292. Distance from Hong Kong 3535 miles.

The first newspaper was published on board today. Editor Wynne. Manager, Wallace, a rather small production. I might mention that the Editor and Manager are still alive, but I have seen a number of officers inspecting their heavy boots with a view, - I'm inclined to think - to offensive operations.

13th

Nothing of much consequence happened to day.

Passed Cape Deliverance at 5:30 p.m.

13th

the Papuan Islands were also passed during the afternoon. The ship's firemen were going sick and the Captⁿ asked for three volunteers from our Contingent.

I saw them all and they said they had no storehold clothes, made arrangements to supply them with a complete outfit & after doing so they distinctly refused to volunteer. One man informed me that he was sick of the storehold, another said he did not come here to fire in the tropics, the men I had selected were evidently afraid to offer their services in the face of the opposition offered by the other stokers. The islands we passed to day were Adele and Rossel, they are off the tail end of New Guinea.

Aug. 14th 00. Latitude 4.44 South
Long. 153.55 East. Miles run 290
Distance from Hong Kong 2961
Expect to reach Santa Maria Id.
tomorrow morning. The men are
practicing for a very swagger
concert to be given tomorrow evening

A very interesting ceremony took
place this evening. Father Neptune
was expected and a good lookout
was kept. Shortly before 8 bells
blue lights were kept burning &
the Forecastle was illuminated
with an electric sunlight; the
ship's steam siren was also
sounded and everything was in
readiness to give the sea King &
his retinue a right royal reception.

Punctually at 8 p.m. His Majesty
came over the lee bow, attended by
his wife & children, his chaplain,
personal attendants, barbers armed
with murderous looking razors

14th

and wonderful brushes and his villainous looking police and were received by Capt^m Douglas.

After the "Usual Courtesy" had been exchanged Neptune demanded and Capt^m Douglas promised to hand over the victims to him when called upon to do so, and implored him with tears in his eyes to deal leniently with them; Neptune out of the respect he bears Capt^m Douglas promised to wink the other eye at the enormity of the offence of having come to sea unprepared and to let them down lightly.

After a glass of wine (or rather 63 glasses of rum) the sea tug went over the weather bow into the "deep sad sea". The whole business was splendidly carried out and under the electric light was a sight to be remembered, and the cheers from 500 throats still ring

14th Aug. - 00

in my ears. Neptune's robes were perfection, his tail a delicate sea green, and took 2 tail bears to carry it. His other personal adornments were in keeping with a monarch claiming sovereignty over such vast dominions.

M^{rs} Neptune's hat was a dream, her blouse an inspiration, and my pen cannot describe the wonders of her dress &c. but the gentle tars are all of one opinion viz. that Solomon's daughters in all their glory were never arrayed like Father Neptune's daughters.

15th Aug.

The weather is terribly oppressive.

Ran into a tropical deluge this morning, and it rained for 2 $\frac{1}{4}$ hours as it can only rain in the tropics.

The rain stops as suddenly as it commences and seems-if possible-to intensify the heat. Passed S^t John Island at

14th Aug^o 00

6.30 a.m. New Ireland was
abeam at 8.30 a.m. This lovely
island must have been christened
by an enthusiastic son of Erin, as it
is one of the most charming spots on
the face of the earth. It is thickly
wooded and some of the wonderful
little bays have sandy beaches that
~~would make~~ us wish for half an hour
ashore. Passed a large canoe full of
natives, had not time to stop. They
probably wanted to exchange bread
fruit and bananas for missionaries, as
they infinitely prefer roast missionary
to any other delicacy. The natives of
New Ireland are cannibals.

Passed S^t Joseph, S^t Francesco & Gardiner
Islands. The navigation about here is
pretty difficult as the coast of New
Ireland has not been properly surveyed.

These islands are densely wooded,
and with the aid of our field glasses
we could distinguish the bread fruit

Aug¹⁵ 1870

and coconut trees.

On Gardner island we saw a large number of natives as black as ebony and arrayed in full dress which is absolutely nothing. Some were on the beach and some in canoes. When we were passing we sounded the siren & a terrible panic took place. Those who were in canoes plunged into the water, those on shore ran for the forest as hard as their black legs would carry them, they seemed so terrified that I expect they are running still.

Latitude 3.19 S. Longitude 152.43 E
Miles run 294. Distance from Hong
Kong 2671 miles.

Aug 16th

Lat. 0.43 South. Long. 149.16 E.
Miles run 292. Dis. from H. Kong 2393.
Passed Squally Isd. at 1.10 a.m.
St. Mathias Isd. abeam at 7 a.m.
The heat is terrible.
Crossing the line. The ceremony

Aug

Aug 16th 01 - commenced at 12.30 and lasted
till 2.30 p.m. The little courtesies
usually extended to people crossing
the line for the first time, were freely
distributed, warrants being executed
for the arrest of men who had crossed
the line as often as they had fingers
and toes. These warrants were issued
by a villainous looking sea lawyer on
Neptune's staff (we had ^{in our Contingent} a number whom
Neptune would have been ashamed of)
and executed by an equally villainous
looking lot of police. Everyone took it
in good part except one man who went
aloft and was followed by the police,
and after a rather exciting and at
times very dangerous chase, he was
captured. It is needless to remark that
he would have been much more gently
handled if he had submitted to the
operation with good grace. A warrant
was issued for my arrest, but being
physically unfit through vaccination.

Aug^d 16-00 a fee of 10/- secured my release,
the Police from the briny deep
like his brother on terra firma being
amenable to the magic influence of
half a quid. The bath was constructed
of canvas, about 12 feet long by 6 feet
wide and held about four feet of water.
The water was constantly circulating.
The whole affair was carried out as well
as if the sailors had been professional
actors, and helped us to forget for an
hour or two the terrible heat we were
enduring. The Long. where we crossed the line
was 148.10 East.

14th

The heat is almost unendurable
Lat. 2.21 N. Long. 145.5 E. ^{miles}
Miles run 246. Dis. from 16-10-00 2100

Saw a number of very large sharks
this morning. A matinee concert
was held on the promenade deck
this afternoon, it was vocal and
instrumental, chiefly instrumental
in killing a couple of hours ~~at~~ the
during the terrible heat.

Aug. 18th 00 Lat. 4:38 N. Long. 141.23 E.
Miles run 290. Dis. from H. Kong ^{miles} 1829

19th Lat. 6.45 N. Long. 134.29 E.
Miles run 266. Dis. from H. Kong ^{miles} 1563
Have been laid up for two days
from the effects of vaccination, have
a terrible arm. S.W. Monsoon blowing

20th Heavy sea running. Suffering badly
with my arm. Lat. 10.12 N. Long. 134.29 E
Miles run 279. Dis. to H. Kong 1292 miles

21st Nothing to write about, manage to make
life endurable by studying Military
engineering and playing Demon Patience.
Lat. 13.6 N. Long. 131.6 E. Miles run 270.
Dis. to Kong Kong 1022.

22nd Lat. 13.15 north. Long. 124.11 East.
Miles run 263. Distance from Hong Kong ^{miles} 859
are abreast the Philippine Islands but the
atmosphere is so hazy that it is almost

Aug 22-00. impossible to see the land

" 23rd Latitude 14° 01' North Long. 123° 15' East
miles run 250. Distance from Hong Kong
250 miles. A strong E. N. Monsoon is
blowing. The ~~last~~ daily runs are
becoming ~~so~~ shorter. This is entirely
due to physical exhaustion. The firemen
have an exceedingly hot job in the
stokehold, and when they come off watch
the only place they have to rest or sleep
in is the space they have assigned to
them by the owners. These quarters have
neither light, air nor any of the con-
-veniences for obtaining rest that would
be allowed in a penal establishment to a
hardened criminal; the result is that
when in the tropics the men are as
exhausted when they go on watch as
they were when they came off, and
are physically unfitted for the heat
they have to endure. The Captain, Doctor
and everyone who has seen their

quarters admits that they are quite unfit for human habitation.

Strong S.W. Monsoon still blowing & a damp muggy heat is making life almost unendurable. We have not been able to take the sun for three days and the ship's officers are rather anxious, as we are in waters that in fine weather are rather difficult to navigate. Tom J. Steel stands the heat badly and is very low spirited.

Augst. 24. 00 Lat. 18° North Long. $121^{\circ} 26'$
East. Miles run 230. Distance from St. Louis 466 miles. Had to slow down during the night as it was impossible to see the land or light. Ticked up the land at daylight.

Aug. 25. 00. Ticked up the land at daylight. We are now passing through the most northerly part of the Philippine Islands. The coast line is very mountainous and extremely rugged and covered with tropical vegetation. Sared Cape Legaspi about

Aug. 26: 00

gave. There is a light house here perched on top of a hill, it is more like a fortress than the peacable beacon we had been so anxiously looking for. After having seen no human habitations for so long we seem to realize that we are nearing civilization, and when I look upon this lovely island I shudder to think of the thousands of human ^{souls} the reaper gathers in in these beautiful out-malarious islands.

Passed Fugu and Kamagueu Islands and are well on our way to Hong-Kong.

Aug. 26 - 00

Arrived at Hong Kong at 8:50 a.m.

About an hour before entering several large junks tried to get their lines on board, but we were going too fast for them. I could not help contrasting the splendid muscular figures of the crew with the emaciated celestial men in Australia.

Went through the Lye-moon pass

at 8:30 am. This is the entrance to the harbor. In addition to the forts on the hills on either side, the entrance is defended by a Breman torpedo, the tunnel for which is passed by ships entering or leaving, within a very short distance. It is impossible for one with so little imagination to describe the beauties of this wonderful place.

It is an illustration of the Scripture saying - A city that is set on a hill cannot be hid. When you pass through the entrance, you are in a land locked harbor, the hills rising from the sea, and immense sugar refineries, docks and other manufactories are built on the slopes; residences for the officers & men are on the top of the hills, and the comfort and conveniences of the employees seem to have been one of the first considerations of the very wealthy Corporation that controls the trade of the east, their expense

having taught them lessons that
mushroom Companies are slow to learn.
Then we were fairly in the harbor we were
mazed at the immense number of vessels
at anchor; the scene was a most unique
one; there were some of the most powerful
war ships belonging to almost every
civilized Power, lying at anchor. There
were American, British, German, French,
Italian, Russian, Portuguese, Chinese
Austrian and even Dutch war ships.
The sight was a most imposing one and
one that may never be seen again.

In addition to the vessels belonging to
the different nations there were a transport
going north - one with a siege train on
board which had just arrived from
South Africa.

As soon as we were anchored we were surround-
ed by a flotilla of sampans, bumboats and
junks all anxious to trade with the gentle
Colonial. One of the Chinese who boarded
us was asked by an officer who had been

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in China before "what pigeon you catch
John". John replied in the most finished
English that he was a commission
agent, did a little in insurance and
would be glad to place his services at
our disposal in the way of changing
sovereigns into dollars &c. This was my
first experience of an educated Chinese
but not by any means my last.

Next morning during the afternoon
and had a look at Hong Kong. One
cannot help being struck with the mag-
nificent buildings and the the peculiar
architecture; the buildings are constructed
and the people clothed to suit the climate.

We landed at Murray steps and were
very much impressed with the scrupulous
cleanliness of the place. In the Chinese
quarters business was in full swing. There is
an immense fish market built on the
very latest model; the fish are exposed for
sale on marble slabs on which fresh water
is always running. There are refrigerating &

Working Chambers in connection with the
market and the general cleanliness and
blended supervision might be copied
with advantage by those who by act of
Parliament constitute one Chinaman a
factory. I might mention that there is
neither a "poll tax" nor an "educational
test" and that any illiterate Englishman
may land and compete with the Chinese
if he can. The fact is almost unadmitted.

Monday 27th Aug. 00.

Went ashore after lunch &
bought a number of articles from the
Chinese tailor who seems to have a monopoly
of the Naval & Military work here. He rejoices
in the name of "Hong-Sing". His work is
quite equal to that of an English Military
tailor; he has the latest patterns from the
Admiralty and War Department, and his
charges are 50% less than we have been
accustomed to pay. Perhaps when a Factory
act and a "Minimum" wage is introduced

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we may have the privilege of paying
20 Shillings for an article which could
~~not~~ previously have been purchased for
10 Shillings. The heat is nearly more
than we can bear. When I mention that
the saturation point is 100 and the wet
bulb is showing 88 you will have some
idea of the abominable humidity of
the atmosphere. In every decent Hotel &
Steamer there is a drying room, heated
by steam-as a rule, for the purpose of
drying one's clothes. After having been
dressed for 10 minutes one feels like a
Turkish bath, and the moist heat com-
-times for weeks at a time, the consequence
is that Europeans-especially the ladies-
look completely washed out-no trace of
color in their cheeks, and generally have
a languid tired look that gives one
the impression that life in the East
during Summer is not worth living.

It may interest Australian House-
-keepers and probably turn their hair

green with envy to know that up to the present time, there is no domestic servants' union here and that the mistress of the house may invite her friends to dine without having visions of the "Secretary of the Cook Ladies Union" declaring a strike in the house.

Took a "rickshaw" and went to "Happy Valley" - well named, as it is one of the most beautiful spots in nature, there is an air of quiet and peacefulness here that makes one wish to stay forever. To reach it one has to go through the native city, the approaches are beautifully kept, and at the entrance there is a notice requesting visitors not to catch butterflies. The butterflies are magnificent specimens and visitors in their eagerness to secure specimens often trample on the graves - hence the notice.

When you enter through the gates you are in an enclosure completely surrounded by high walls. The base is the racing track, inside are golf links, cricket and football

grounds, tennis courts, croquet lawns &
on the side of the hill is the burial
ground, in which monuments are erected
to the memory of a large number of well
known men who formerly held official
positions in China and also a large number
of Naval & Military officers. This is a
picture I shall never forget. The valley
as flat as a billiard table, the cemetery
with its magnificent monuments and
its wonderful tropical flowers & foliage
and the perfect quiet - the garden of
Eden must have been something like
this, and I feel inclined to take my
boots off before entering, but the feeling
of peace & pleasure is more than discount-
-ed by the terribly humid heat.

Returned through the native quarters
saw tradesmen of all kinds at work.
Intend to look into some of these shops
before leaving. My rickshaw man
ran faster than a Carlton cat horse.

Tuesday Aug. 28-00

Doing Hong Kong. More
hamed-if possible-with the place
and more disgusted than ever with
the climate.

Wednesday, Aug. 29.00

Still in Hong-Kong. Went to the
Kowloon docks. I think this company
is subsidised by the British Government
there are docks here large enough to
take in any of the war ships in the
harbor or any that are likely to be built
in some time. A large American war
ship was being undocked while I was
there. The whole of the work is done
by Chinese, only the heads of department
being Europeans, they do the docking
and all repairs and renewals as well
and as quickly as it is done in most
European ports. A steamer (steel) of
1000 tons was being built, the whole of
the work was done by Chinese, a European

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draughtsman would take a walk
around about twice a day more for
the benefit of his health than for a
visit of inspection. I am amazed at
everything I see here and am afraid
that in the near future that when
the Chinese learn the lessons we are
teaching them - and they are very apt
pupils - they will be great trade rivals.

Some day we shall hear more about
"made in China" than "made in Germany".

Visited the Hong Kong Hotel and
the Hong Kong Club. The H.K. Hotel
is the Hotel of the east, every comfort
and convenience that money can
procure is to be found here, Punkals
and electric fans are going everywhere
there are baths, drying rooms, hand dressers,
telegraph office, Post Office &c. The Club
is a first class institution and like the
hotel and in fact all the buildings
here - built to suit the climate.

At night went through the Chinese

quater. I must have been having a
somewhat long night, crackers, cymbal
house music and other enormities were
to be heard everywhere - the alleged music
propitiate Iro and the fireworks &
frighten the devil away. Went to a
Chinese theatre, the performance - a sort
of an Oriental "Macbeth" - commenced at
9 a.m. we arrived at 8 p.m. were "distinguished
visitors", a Sikh with a whip lashed the
Chinese out of the seats we wished to
occupy. On another occasion a rather
unwilling compromise happened, we
were driven into a rather swagger
part of the theatre - whether by accident
or design I'm unable to say - occupied
by some very Chinese ladies, the fair
creatures resented the intrusion and
we were accommodated with seats on the
stage. From there we went to the Green
room and were presented to the fair
and frail members of the theatrical
profession. For Nicholas and arrived

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Home at 11.20 pm. Are during our stay hon. members of the Hong Kong Club. Was much impressed with the safety with which sober Europeans could walk through the Chinese quarters in these troublesome times at any hour of the night.

Thursday 30th Aug. 00

Received orders to proceed to Woosung (30 miles from Shanghai, on the Yangtze-Kiang) as soon as possible.

Steam is ordered for daylight on Friday morning. I regret to say that the 14 pounders are to be left behind in favor of 12 pounders, the weight and difficulty in obtaining ammunition for the former, threw them out in favor of the former. We are also being supplied with 4 - 45 Maxim guns.

Friday 31st Aug. 00

At 8.30 am. Capt. Douglas received order

to proceed to Worsung without delay.
Got through the Ry-c-moon pass at
10 am and proceeded north. The
weather is slightly cooler. Yesterday
the dry bulb at 90° and the wet-
bulb at 88°, the saturation point is
80°, so it is no wonder that there is
not a dry inch in Hong Kong. Have just
seen a month out from Melbourne today.

at 1st Sept. 00

Latitude 24.14 North. Long. 118.48 East
Miles run, 291. Distance from Worsung
560 miles. At 11 am on Friday, passed
Cape Collision, 3.15 pm. Pedro Blanco,
6 pm. Chitang Point 11.47 pm. Breau
Island light! 2.18 am. Lamrock light-abeam.
At 9.46 am. Chapel Id. was abeam.
At 11.45 am Dodd Id. abeam. 2.30 pm passing
through Formosa Straits - note. Passed the
Brothers Rock before Chapel Id. Passed
Turnabout Id. and Tung-Kuen Ids.

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Sunday 27th Sept: 00.

Latitude $28^{\circ}44'$ N. Long. $122^{\circ}4'$ E
Miles run 280. Dis. from Wosung 273 ^{miles}
Smooth sea, very warm moist at-
-mosphere. Passed Nam-Ki' Isd.

Divine service at 10 a.m. Yesterday
we saw a fish that caused a good
deal of discussion - anything rarer
the more now and helps to make
us for the time forget the heat - the
dorsal fin was about 5 feet long &
strod out of the water about 3 feet.

The general opinion (which was not
worth much) is that it was a dragon
fish. I would like to say that the above
opinion was voiced by some juvenile
Naval Officers in the N. S. W. Contingent.

The assurance with which these
youthful navigators (none of them
have ever been out of sight of the smoke
from their mothers' Chimney before)
give their opinions on things nautical
is quite refreshing. This is a perfect

sea of Islands and we are now in a part which is exceedingly difficult to navigate especially in foggy weather. We are passing (9.30 pm) Lake light and will soon be "Brenan" pass, which has a lighthouse on the shore side & an island or rather - an immense rock Ton-king on the other side. Watched a number of whales spouting this afternoon. Expect to reach Wosung at noon on Monday.

Monday 3rd Sept. 00.

Passed innumerable small islands during the night. Took a pilot early this morning. We are now going up the great Yang-tze-Kiang river (the mouth of which is 30 miles wide) and are now at 9 a.m. 8 miles from Wosung.

Anchored at 9.45 a.m. and was boarded by the medical officer. After being passed went and anchored near the "Goliath", the Flag Ship of the British Admiral

Admiral Seymour. There is a large number of British and Foreign warships here, and a number of transports we saw in H. Kong are waiting for orders. The Yang-tze-Kiang is a broad fast running river, the water is perfectly yellow, resembling the Ganga water after a flood, but the shore doctor says it's the best drinking water in the world and the only water the Chinese will drink cold.

The country is as far as the eye can see perfectly flat and I am informed extremely malarious.

Captⁿ Gillespie went to Shanghai to see the Admiral.

Tuesday. Sept. 4-00

Captⁿ Clarke Senior Naval Officer here (Woosung) came on board and after inspecting the men addressed them and cautioned them against drinking water that has not been either boiled or well filtered and

also against the use of any vegetable that grows above ground unless it is well cooked. He spoke in an exceedingly melancholy strain and from the tone of his remarks evidently fears a very strong combination against G. Britain.

We are now waiting for a pilot and understand we are to garrison the Taku Forts. We call at Wei-hai-wei en route. A rather amusing ceremony took place this evening. A 'try-me' of the alleged Sub. Lieutenants of the ~~15th~~ Naval Contingent - was told by some of his chums that he was to be made transport officer at £400 p. an.

The aforesaid youth has an unlimited stock of effrontery, and when some of the officers - who saw the joke was going too far - told him they were pulling his leg, he would not believe them and said they were trying to ~~lie~~ him off so that one of them might get the billet. In order to

celebrate the impending distinction he gave a little spread to the gun room officers and was presented with an illuminated address signed by G. W. Wynne C. L. P. and J. Wallace Asst. L. P. after a number of speeches had been made congratulating him on the honor about to be conferred on him, the youthful transport officer elect replied, thanking his friends for their congratulations, and assuring them that he would endeavor to do his duty in the future as he had always done it in the past, and expressed his satisfaction that merit was not always passed over, he felt, although it might seem egotistical for him to say it, that a better man could not be appointed.

The ceremony took place in the dining saloon and the music room above was full of officers listening to

The speeches &c and although 14 hours have elapsed they are not yet recovered - a pantomime was never so funny. After the proceedings terminated, the youth exhibited his address and received the congratulations of all the officers.

He went to receive Capt Douglas's good wishes, when the illusion vanished, the Capt informed him that it is necessary for a transport officer to be either a Naval officer or to hold a master's certificate, and as he was not a Naval Officer nor a master mariner he failed to see how he could be eligible for the position, and advised him if he wished to make a mark in the world to "stick close to his desk, & never go to sea &c". He - the youth - said he knew all along that they were only pulling his leg, but he thought he might as well go through with it.

Not bad for a boy of 18. There's a great future before him in Australia.

Wednesday Sept^r 5.00.

9am. Still at anchor in the
Gaug-tse-Kiang, waiting for a pilot.
Pilot came on board and took the
ship a few miles down the river
but had to anchor on account of
the tide being too low. Got under
way at 5.30 p.m. and cleared the
entrance to this great river at ~~5.30~~
8.30 p.m. The entrance is 50 miles
wide, but is not easily navigated
owing to the immense mud flats
and sand banks. One of the scobs
broke forth into poetry and composed
the following effusion.

How Bob Kearns Conquered
China by that murderous laugh
of his. —————

Bob Kearns was a sailor bold & free
With a short thick beard & a love for the sea
And a laugh like the roll of thunder,
Had a voice as sweet as the roll of a drum,

A face like an imp from Kingdom Come
And a mind that was bent on plunder.

= 2 =

When he sailed away 'twas a better day,
Publicans gave their houses away,
Aestivalia was plunged in sorrow.
But Britain needed old Bob's support ^{thought}
So he sharpened his cutlass and felt as he
Determined to fight "Regorra".

= 3 =

He planted his foot yea, both of them down
In a Taku fort, he swore with a frown
He'd settle the fate of the Chow.

The Admiral sheltered behind some rocks
Engaged placing stones in the end of his socks,
Said Bob Kearns, be me soul he can do it.

= 4 =

Ten thousand barbarians were gathered ashore
When Karno muttering heaisy Bobby Asthore,
Turned his bold bad face to the Veldt,
Then he opened his mouth and laughed aloud,
And his shells thro' the enemy cut & ploughed
Like the hail of the Nordenfolt.

As the chaff is scattered before the gale
 To far distant climes compelled to sail
 Yea even to the ends of the earth; laugh
 So he scattered the Chao with his fendish
 Sweep the enemy clear from the Alleis path
 And so won his Admirals berth.

Now he sits on a bench quaffing galls of beer
 With his relatives gathered from far & near
 And thus is the tale he tells,
 I scattered the enemy from here to hell,
 I settled old Ki with a terrible yell
 And defeated the rest with me laugh.
 No need to draw my cutlass keen,
 Or work the murderin maxim machine
 I did it all with my laugh.

Thursday 6th Sept. 00.

Lat. 33. 54' N. - Long 122. 50' E.
 Miles run 197. Distance from Mei-hai-Wei
 240". Nothing to report. See lots of
 Steamers going north, are all anxious
 to get ashore and to work.

Friday 7th Sept. 00

Arrived at Nei-hai-Mei at 8.30 a.m.
I wish I could describe this historical place.
The first thing one sees in the distance
is the graveyard, the white tombstones
can be seen glistening in the sun long
before anything else can be distinguished.

I'm told that God's Acre in Nei-hai-Mei
is rapidly filling up; it is guarded by
sentries who are as attentive as if they
were guarding a fort, but the Reaper
laughs at Sentries and Stone walls
"he gathers them in."

This is a quaint old-fashioned place,
the hills are terraced from the base to
the summit, but whether this terracing
is artificial or is the geological formation
of the country I've been unable to ascertain.
In these times and in this country men
are more frequently seen studying Charts
dealing with matters on the face of the
earth - than reading "The testimony of the
rocks and other works" dealing chiefly

with matters beneath the surface; it does not require a profound knowledge of geology to lay a mine or to counter-mine for another fellow's barrel of powder. On the opposite side to Wei-hai-Wei one can see an old walled town with its watch towers at intervals no doubt at one time impregnable to artillery fire, but the condition of the forts after the China-Japanese war must surely convince even the apathetic mongolian mind that the days of mud forts and bows & arrows are gone by.

I was in the building - now the Naval Club - formerly the residence of Admiral Ting. It was here that the great Chinese Admiral after having fought like a hero - shot himself rather than be taken prisoner by the Japanese. I also saw the ribs of the battle ship Cheu Leeu and part of a 13" muzzle loader

standing above the surface of the water.

There are evidences everywhere of grim war. The hospital tents with the red cross flying over them, The Terrible, the Dido the hospital ship, Maunie and the Selamie and a number of transports give anything but a peaceful look to things. The place is scrupulously clean, the greatest care being taken to insure proper attention to the sanitary arrangements. All the refuse is set once burned in a destructor designed by an Indian Surgeon who is in charge of hospital matters. The destructor consists of a heap of stones about 3 feet high loosely packed and crescent shaped. The refuse is thrown on the stones and lighted, the ventilation being so perfect that the combustion is also perfect and everything that will burn is consumed.

The only Wei-hai-wei has is due to the fact that if G. Britain intends

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to retain the Taku forts or acquire territory on the north, it could easily be made a powerful naval base, the harbor is deep & large enough to accommodate the largest vessels and there are no difficulties in the way of constructing docks, plenty of stone being available on the island itself.

Sat. 8th Sept. 00.

Left Wei-hai-Wei at 5.30 a.m. for Taku, the Terrible ran up a signal "good luck".

Sunday 9th Sept. 00.

Arrived at the anchorage off Taku at 1.30 a.m. There is over one hundred ships of all nationalities here and a number of transports.

We have just learned that a telegram has been sent to General Su A. Gaseley asking him if he can find work for

us at the front, and await with some anxiety his reply, as we don't relish the idea of doing Garrison duty in a fort.

The sight before us is a most unique and majestic one. A space about five miles square is covered with ships of war from all parts of the world. G. Britain is represented by the 'Barfleur', 'Eradyrnion', 'Dido', 'Aurora', 'Phoenix', 'Algernon', 'Fame' and 'Taku', the last two being destroyers captured from the Chinese.

The Germans, French, Austrians, Japanese, Americans, Russians & Italians are all flying their flags in the face of the unfortunate celestial, who in spite of the lessons he should have learned still looks on us with very thinly veiled contempt. The Taku forts are four in number and guard - or would if properly manned and gunned guard the entrance to the Pei-ho river at the mouth of which is Taku and at its head or 90 miles from

its mouth is Tien-Tsin the principal port of the Province of Chili. All the products of the north come to Tien-Tsin for shipment to Shanghai, Hong-Kong and other ports. The country at the entrance is so flat that it is almost impossible to discern the entrance from the distance at which the ships have to anchor, and the shallow mud flats afford a natural protection to the entrance.

The forts are surrounded by water and are now in the hands of the British, Japanese, Germans & Russians.

Monday Sept 10th 00.

Still at anchor awaiting orders

Tuesday, Sep. 11-00

Still at anchor. Have been informed that we disembark on Wednesday and Garrison the British frigate at Taku.

Wednesday 12th Sept. 00.

The orders are altered, we go to Tien-Tsin as there is heavy fighting going on between there & Peking.

Thursday 13th Sep. -00.

Still at anchor. We are not to disembark today. I'm afraid we are a nuisance to the Admiralty they do not seem to know what to do with us. Everyone is heartily tired of the long delay in landing, and sickness is pretty prevalent, influenza having made its appearance among the men and it seems to be spreading.

In the course of conversation with some officers who had been in a number of engagements between the Allies & the Boxers was informed that the bravest of the Allies were the Japs. Heard the French characterised as "cowardly dogs".

Friday Sept: 14. 00.

Start for Tien-Tsin on
Saturday 15th at 6 a.m.

Saturday Sept: 15th 00.

Left the good old "Salamis"
at 6.30 a.m. in a tow boat which took
the lighters - containing the guns &
all our transport and men &c. - in tow.

Proceeded up the Pei-ho river and
saw all the forts which had been
captured from the Chinese. The Japs
have a good many stations and by
the way they are arming & provision-
ing them evidently have come to stay.

This is an awfully torturous river
and the way our Chinese skipper
handles his boat and two large
lighters would do credit to the
smartest European skipper.

We stopped at "Siuho" and lauded
with the intention of going to Tien-Tsin
by rail, the Russians hold the railway

into their hands, some of the stories the Chinese told me are not fit to be committed to paper, if they are true and I have every reason to believe they are, the Russian is little better than a savage. Our Chinese skipper says "Russian man only fight women and children - run away from soldier"

Sunday Sept 16-00

We left at 6.30 a.m. and are still proceeding up the river towing two lighters. It is necessarily slow tedious work. Saw 10 more dead bodies in the river and the dogs worrying two bodies on the banks, we are getting used to these unsavoury sights.

Arrived at Tieu-Tsin at 1.30 p.m. after passing through the pontoon bridge held by the Germans, there are no proper bridges on the Pei-ho, simply long flat bottomed boats lashed together and covered with planking. When vessels want to pass,

Two traps are floated out to enable the small craft used here, to navigate this yellow fast running stream. In the absence of proper structures these primitive bridges do their work well, and all the traffic between the north and south banks is carried on by means of them, and considering ^{the way} ^{means of} that access to the railway running between here and Peking and Shan-hai-guan is across these very temporary structures - it operates well. The pontoon bridge and those who have charge of their construction & maintenance.

Immediately after landing we fell in under a blazing sun and we marched ~~to~~ to "Cavalry Camp" about 3 miles outside Tieu-Tiu. The band of a Sikh regiment made the pace, which would have been red-hot for a marching regiment in good training. The pace ~~was~~ ~~was~~ us severely - we had been nearly 27 days at sea and the want of exercise coupled with the want of sleep and

semi-starvation for the last two days has not improved matters. Our gear too was terribly heavy, the officers carried a sword, revolver, 100 rounds ammunition, water bottle, Haversack and oil skin Coat - in addition to their heavy blue uniform and dreadful Kaskie felt-hats. On arrival in Camp we found that the 20th Punjab Infantry under Colonel Worn had pitched on tents an act of kindness we appreciated to the utmost. The officers of the different messes took us to lunch and dinner until we were able to get our Commissariat in order. I will never forget the unvarying kindness and Courtesy extended to us by the Officers of the British Army wherever we met them. I must admit that like many who had not had much experience of the Officers of the Military branch of the British Service, I was rather prejudiced, but I must admit that among the hundreds I have met I have never seen one who was not only a gentleman by both and

education a gentleman but who in addition had the instincts of a gentleman which no want of education or early opportunities could obscure. Our Camp covers an area roughly of about 650 acres, and the pick of the Indian regiments is well represented here, a 5th, Sepoy, Cavalry, the 39th Pioneers, a battery of the Royal Horse Artillery and other regiments are under canvas, and the whole aspect of things gives one some idea of the magnitude of the resources of the British empire, seeing that there are more than twice the number in Peking, and an equal number guarding the line of communication, while at the same time we have 250,000 men in South Africa.

The Camp is outside the walls of Tien-Tsin - which is like all the principal towns here - surrounded by a moat about 50 feet wide and about 8 feet deep.

The bridge over the moat had been destroyed during the siege of Tien-Tsin in order to diminish the chances of invasion

when the Chinese Imperial troops joined the Boers. A temporary structure was erected. Opposite this bridge was one of the principal entrances through the wall & it was held during our stay by the Japanese. Military discipline is very rigid here, the Dutch especially the Japanese and Germans will not let you without the least compunction if you fail to answer at once when challenged. It is needless to say that under the circumstances we seldom attempted to go through the lines after dark. The camp is tolerably free from grass but outside the lines the grass and millet is from 3 to 5 feet high. About a mile from the camp is a branch Canal; on our side of it was an embankment which the Chinese pierced with a view of flooding us out but the wily Dapper soon convinced the ~~Chinese~~ of the utter folly of attempting to ~~do so~~ progress of the Boers.

We were all thankful to get to bed tonight,

and though five officers slept on the ground in a tent only large enough for two, we could not have slept better in a palace, even the mosquitos did not disturb our slumbers that night, nor the mournful howling of the packs of miserable Chinese dogs that prowled about all night, and the equally mournful cry of the little Chinese beggars who as soon as the sun turned out came crying "Chaw Chaw la" was unheeded. In the morning a snake was found under Kint. Diddlecomb's Pillor & another was found coiled round a jam tin at the head of a seaman's bed.

Monday, 14th Sept. -00.

In Camp. Very busy getting things into ship shape. Making military ovens, securing water carts, seeing to the Commissariat - all kept things moving until dark. The drinking water is pumped from the Pei-ho river, - one of the most unsavory streams in the world - it is then pumped to another station where it is

passed through three filter beds, it
then is dumped up into a tower 150 feet
high from where it passes by gravitation
to a station where it is supposed to be boiled,
after which it is taken away by the water-
carriers of the different regiments. It is a
novel sight to see for the first time the
different methods adopted by the "beesties",
(Hindoo water carriers), some of whom carry
water in a skin containing about 5 Gallons.
The skin is secured to the shoulders by a
strap, and the poor wretches will walk
for miles in the blazing sun with their
load, as patiently as the little Indian bullock
which carries two skins slung like panniers
to its sides. These oxen, known as followers
bullocks, are about the size of a large
St. Bernard dog, have a hump on their back
and are used in small carts, to carry the
refuse from Camps and to draw water
carts from the water station to the camp.

Tuesday 18th Sept. 1900. Still in camp.

Tracked into Tien-Tsin this morning, will
give my impressions of Tien Tsin later on.

About 4.30 pm. an order came from
Head quarters, to be ready to march at
5.30 pm. to the bund and embark on
lighters &c and take part in the bombard-
ment of the Pei-Tang forts - pretty small
work. All hands were immediately fallen
in by Lieut. Biddelcombe in the absence
of the Captⁿ who was out with his gun.
The camp party was told off and everyone
in readiness to start when the Captain
arrived, and for some unexplained
reason he cut out the names of Treacy,
Gunner Kelanus & myself. Treacy and I
felt it very keenly as we were both physically
in first class condition.

At 5.30 pm. the Victorian Contingent in
company with the N.S.W. - marched quickly
into Tien-Tsin. It appears that there was some
difficulty about a train, (the Russians were
then in charge of the railway from Shau-hai-
ghan to Peking) so we were taken to the

river bank below the town and after a delay of about 5 hours were embarked on a lighter - together with a detachment of the 1st Sikhs, 20th Punjab infantry, 31st Madras Pioneers, 1st Bombay Cavalry, a half battery of the Royal Horse Artillery & a large number of mules and some horses. The men were ordered below and the officers and mules occupied the deck, which barely afforded standing room.

Towards midnight a tug took the lighter in tow and proceeded down the river, but there was again some trouble with the Russians about opening the bridge in their charge. Eventually we got through and the tug settled down to her work which consisted in heaving boring the river and bumping the lighter on either shore alternately.

There was no room to stretch out for a sleep, and to add to the discomfort, the rain came down at intervals in torrents all through the night. The men had had nothing to eat since noon but about 11.30 p.m. tinned meat and cast iron biscuit (the hardest I ever tried to

negotiate - even on a deep sea water (bruzed)
was served out to them. Of course sleep was
impossible for either man or beast. A mule's
chief object in life seems to be to kick something,
and when one lulled himself into a sense of false
security, thinking the mule in his immediate
neighbourhood was asleep, and ventured to sit down
and soliloquise on the quiet art of war, he would
be rudely awakened by a blow as if delivered by
a steam hammer and suddenly find himself in
the lee scupper. Just about sunrise we were
finally bumped ashore near a deserted village
and the troops disembarked, tucker as before
owed out, and then commenced the record
march in China, that is, taking into consideration
the nature of the country - not a blade of grass
nor a sign of vegetation to be seen as far as
the eye could reach - simply a mud flat -
The weight the men had to carry - blankets,
oil skins, arms, ammunition, food &c, and the
terrible heat of the sun. I might mention that
they did 19½ miles in 4 hours. The Sikhs who
are supposed to be among the best marching

men in the Indian army were dropping by the way in ones and twos, and we saw no less than 8 mules drop down dead with their loads on their backs. Everyone was consumed with thirst; and at every water hole the men would rush and drink no matter what the water was like; some would use their pocket filters - which were a blessing - but the majority would not bother about them but simply "fill up".

Of our party only 5 or 6 had to give it up, and considering that we were fresh from the ship, where had practically been passengers, our men did very well indeed, and the fact that before one of our men fell out, 25 of the 1st Div's fell by the way, speaks well for the endurance of the Victorians. About 2 p.m. we saw the Sibs throw out an advance guard who shortly after signalled "enemy in sight" at which their comrades gave a great cheer and advanced at the double. We were all pushing along and saw some wounded Russians

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being carried past us, and about 3 p.m.
came in sight of the forts. We saw a
shell or two burst and then were brought
to the halt with the news that the forts
were taken by the Russians, French and
Austrians two hours before. Everyone was
terribly disappointed and disgusted, and
some of the anathemas hurled at the Russian
and Germans for starting before the appointed
time, would have done credit to a
Queensland bullock puncher.

Everyone was soon stretched at full
length on the ground, and after a few
minutes rest Capt. Tichell suggested that
a cup of tea would not be a bad scheme, and
it was generally agreed that in the absence of
anything else, the idea was a sound one.

A fire was soon going, and a partially empty
beef tin was filled with water from a pool
near in which the mules were wading.
The beef tin contained a lining of fat which
escaped the observation of the ³tar who filled it.
The liquid was soon boiling, the tea and

sugar thrown in and the resulting concoction served out in empty jam tins, and pocket flasks. There never was such tea; the presence of foreign bodies such as a ~~mouse~~^{frog} or two and a defunct mouse, was a mere circumstance.

One Caldonian tar of long and varied experience of liquids - chiefly spirituous and fermented - was asked by a British Scot 'man Sandy what did ye think o' yon'.

The expert's reply was, when translated into Australian, - that in the absence of anything stronger it was not to be despised.

I do not hold a brief for the "Temperance Alliance of Victoria or anywhere else, but am convinced after having given spirits of all kinds an exhaustive trial, that they are utterly useless to march on, they stimulate me for a few minutes, but when the effect wears off you are physically and mentally worse than before. Just fill your water bottle with cold tea, and take a sip occasionally and you will suffer less from the effect of the sun and the want of food than any one who

Those who, like myself, had not previously tried it, can imagine. After a rest of about 20 minutes the camp was marked out and the troops allotted their positions for the night. Arms were piled, sentries posted and the men dismissed.

Of course there were no tents. Everyone had to sleep on the ground which was as hard as a brick, and during the early part of the evening as hot as Hades. No one quibbled, and with the ground for a cushion and an oilskin coat for a cover, slept as well as if they had been in a Sydney coffee palace or the Melbourne Jail.

After the Companies were mustered it was found that several of our men were missing. Someone remembered seeing them drop by the way. Capt. Fitchell at once reported to the General and a party consisting of the late Dr. Steel and a company of blue-jackets went back to look for them. It was as black as ink, and the party had practically to feel their way

through a hostile country. After going about 3 miles from camp voices were heard and challenged, and it proved to be the men they were looking for, they had been picked up by a company of Indian troops, who fed them and acted the good Samaritan generally, and then mounted them on mules and were bringing them into camp. At dawn next morning the camp was aroused and the men given half an hour to get something to eat. The Naval Contingents were then assembled and some started on the return journey. By this time the sun was hot & strong and the pace for some unaccountable reason was made faster than on the previous day. We marched 7 miles without a halt, that brought us to ~~a~~ ^{the} railway near a station with an unpronounceable Russian name.

Here some of the Officers dropped down with sun stroke and physical exhaustion, also a number of the men (the heat was terrific) were done up. A still larger number were unable to go

further on account of blistered heels,
 sore feet &c. so Capt. Tickell mustered
 them and sent them back to Tien-Tsin
 by train. At the same time the same thing
 was happening to the N. S. W. - Contingent, one
 of whose officers still rejoices in the pet
 name of "Doolie" though having succumbed
 to the terrible heat and having been carried
 back in a Doolie. There were from the two
 contingents about 100 men incapacitated
 from the above causes. They were perfectly
 fit the previous day, but the pace and the
 heat finished them as far as marching was
 concerned. I cannot find words to express
 my admiration of the manner in which the
 late D. Steel worked for the men; he himself
 was far from strong, but and his self-sacrificing
 efforts on behalf of the men of both con-
 -tingents, hastened the end of one of the
 most kindhearted, unassuming and
 scholarly gentlemen it has ever been my
 privilege to be associated with, he was honored
 by the officers and worshipped by the men

and his death some months after in Peking
cast a great gloom over both contingents who
sincerely and genuinely mourned his loss.

After the invalids arrived in Tien-Tsin
they were taken to the "Gordon" Hall-which
had been converted into a hospital - and
attended to by Surgeon Major Riley and
his staff who kept the worst cases in the
hospital, treated the others with his well known
skill, gave the lame grass slippers and
sent them back to the Cavalry Camp, where
they were received by the Camp party, Capt
Fickell and the remainder ~~arriving~~ ^{next}
day. Note - The number of men killed during the bombardment
Saturday Sept 22nd ^{was 80.} All hands are taking
things comparatively easy in Camp today.

The men are paraded at 10 a.m. for medical
examination. Each man's feet are carefully
examined by the doctors. A good many men
are suffering from dysentery. The sanitary
arrangements of the Camp are strictly attended
to; all refuse is buried every morning 300 Yds.
distant from the camp and the regulations re.

sanitation are rigorously enforced.

Sunday 24th Sept.

Church parade at 10 a.m. after which one watch was allowed liberty within a short radius of the camp

Monday 24th Sept.

The usual routine was carried out. All hands out at 6 a.m. Clean Camp & Breakfast. Clean arms. Divisions, then drill. When drill is over the men are taken for a 10 mile walk and in a few days will be as hard as nails.

Tuesday 25th

The officers decided to hire a Chinese Cook, also a Chinese messman. We secured a cook who had been in ~~at~~ the Tien-Tien hotel as head cook; the hotel was in what is now the French concession, but was, after the siege, like Jerusalem, not one stone standing upon another. We often regretted that our Chef did not perish in the ruins of the hotel. We paid for enough food to feed a regiment, but never got enough to satisfy our humble wants. Eventually we had to invite the old Hong and the army of Rangers on by whom he was

surrounded to leave the camp or we would cut their pig tails off.

From Sept: 26th to Oct 7th were in camp awaiting orders to take part in an expedition to Pao-tung-Fu. On Oct 7th were inspected by General Horn Campbell and later on by General Gaselee the head of the British forces in China.

Oct 8-00-

All the British and Indian troops in camp were today paraded before General Count von Walderssee the officer in charge of the Allied Forces in China. A cinematograph was on the spot to take a picture but I regret to say the machine broke down before the march past was half over.

The following regiments were represented, 20th Punjab Infantry, A. N. Contingent, B. Battery, Royal Horse Artillery, 3rd Bombay Cavalry, 1st Sikh, Kong Kong Regiment, Bengal Lancers, 20th Madras Pioneers, 40th Pathans, and a Tom-Tom Battery.

10th Oct-02

Went into barracks in Tsen Tsia. We are

1 told the N.S.W. Contingent is to proceed
to Peking on Tuesday -

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10 The barracks the men are quartered in is
a large Godown - the native name for a
warehouse, and the officers occupied a
Chinese gentleman's residence which on
our arrival was sans furniture, sans beds,
cooking appliances sans everything but bare
walls. However anything is better than the
Cavalry Camp; the ground was impregnated
with Nitrate of Sodium, and when the
dew commenced to shine in the morning
the malarial gas was so thick that you
could almost walk on it, fever and ague
was becoming much too prevalent, and we
all feel that we are in barracks not to soon.

11 We found it impossible to sleep in our
12 tent, there were five of us in it - D. Stewart,
13 Lieut. Biddicombe, Paymaster Treacy and
14 Sub. Lieut. Burford and myself - so we used
15 to sleep on the tables in the mess tent. We
16 borrowed some muslin nets from the Gordon
17 Hospital, much to the disgust of the mosquito

and managed to get a few hours rest sometimes. The mosquitos were the most rigorous insects of the kind I have met, and their appetites were simply appalling.

Our next trouble was to secure furniture so had to commandeer every thing we could put our hands on (commandeering sounds so much nicer than stealing) and my first article of furniture was obtained from a Chinaman who was carrying a table on his head to the residence of a civilian. I asked a car to borrow it for a few days which he promptly did, he also borrowed numerous necessary articles of furniture from our Chinese neighbours, and before night our quarters if not luxurious were at least fit to live in.

Friday 19th Oct 02.

Received orders to proceed to Tso-tung-Fu, 40 Chinese mules have been got ready for the transport of the Commissariat stores &c, for the land column, which starts at 10 am tomorrow. We had to pack our traps at short notice and Sub. Lieut Purford and I had to sleep on boards

I shall never forget that night. The notice we received was short, and after getting our kits down to the bund and after a long search, found our junk. When we got on board, things looked only middling. The junk was about 60 feet long and was divided by bulkheads into a number of compartments. We thought we might obtain a night's lodging in one of these, but on lifting the hatch made some remarks which are utterly unfit for publication, we would have preferred the House Boat on the river 'Stix' in summer to that abomination.

After our stock of bad language was exhausted we decided to cling our hammocks, but there was nothing to cling to. We remembered a few profane Chinese expressions we had learned in Hong Kong, and hurled them at China, the Chinese, the Chinese junk and everything Chinese in Heaven above and earth beneath and lay down on the deck, and like the Blessed Apostle wished for daylight.

At 6.30 am. we started up the Pei-Ho river but were delayed at the French bridge until 10.30^{a.m.} - this is the time for opening it, and the French

Officer in charge took care that the British
Transport was not let through a minute too
soon. (The French do not seem to be able to veil
their hatred of us, even their officers - some of
whom are gentlemen - find it difficult to
look civil.) By this time the traffic had
become congested, and I think I am well
within the mark when I say that there were
at least 500 punts above and an equal
number below the bridge waiting to pass
through a space about 50 feet wide, and when
at last the bridge was opened the scene beggared
all description; it seemed Chaos to us, but in spite
of the numbers and the yelling and shouting,
the immense flotillas passed each other without
an accident of any kind. The manner in
which the Chinese handle their seemingly
inwieldy punts - varying in length from
50 to 200 feet was an eye opener to me, and
I have practically been brought up on the water.

A rather amusing incident occurred while
passing through the bridge of boats, a French
vessel without any provocation whatever touched

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one of our Chinese crew down with the butt
of his rifle, one of our blue jackets ran to take a
hand in the matter but the Frenchman
covered him with his rifle, the dialogue that
followed was entertaining if not edifying,
the French son of ~~them~~ when he had finished
yelling O, bas, L'Anglais was assailed by
the lar with Waterloo you son of a —
Fashda you frog eating —

After passing through the French bridge
we proceeded up the Pei-ho, at the head of
40 junks - which comprised the water transport -
and branched into the Grand Canal. There are
two branches, one leading to Peking and another
to Pao-tung-fu. Here we saw the remains of
what had been a magnificent Roman Catholic
cathedral. I understand that it had been
burned down and was only rebuilt about
two years ago, but being in the vicinity of
a Chinese fort that was shelled by the
Japanese - suffered in consequence - nothing
is sacred when the game of war begins. We
are getting quite used to ruins, nothing but

mud huts and ruins everywhere. After passing into the Grand Canal - a stream containing thousands of junk - we were outside the walled city of Tien-tsin. During my stay in Tien-tsin I thought I had seen filth that could not be equalled in the universe, but what we saw while passing up this stream is quite beyond my powers of description. When the junk stopped for Chow Chow, I went ashore but God forbid that I should ever land in such a place again. It makes me tired to think of it. I was sick all day after the horrible and unspeakable smells and sights. What we see around us seems to knock the bottom out of Dr. Greshell's pet theories and the deductions of sanitary experts, as millions of human beings live, more and have their being in the midst of the worst sanitary conditions imaginable, yet typhoid is not nearly so prevalent as we marvellous Melbourne and small pox is not raging as is generally supposed. Speaking of small pox, the Chinese do not take it seriously, they know that sooner or later they have to get it

and prefer their children to take it when
young-like cutting their teeth. Probably the
Chinese are immune, as diseases that devastate
other countries do not seem to affect them so
severely. After passing out of the Grand Canal
we crossed a large lake that had a few years
previously been a prosperous farming district,
a great flood covered the country and left
this part of it permanently flooded, the
course of the canal is marked by stakes
driven in the mud. Here we saw flocks of wild
duck which simply darkened the sky - this
is no exaggeration - and the sound made by
those on the water resembled the surf breaking
on the shore. On the other side of the lake
we entered another canal and proceeded along
it until 9 p.m. when it was too late to carry on
any longer. Anchored for the night, portid sentries
turned in and got under weigh at 5 a.m. Our
beds consisted of the deck of the junk and the space
was so limited that we were packed like herrings
in a barrel, of course we did not undress, and my
pillow consisted of my ket bag and a pair of

sea boots, and by my covering an oil skin coat. We slept very comfortably but I decided that a re-arrangement of the sea boots could be made.

We got under weigh at 5 a.m. and by 10.30 a.m. had arrived at the first station where we had to meet the land column. Went out with a foraging party of Coolep and a number of men under arms and had my first experience of looting.

The Chinese Cooley is a born thief and is very catholic in his tastes, he will rob his countrymen as soon as anyone else and more openly as they offer less resistance. The modus Operandi is as follows. Firewood is required, and to find it the Cooleys burst in the door of the first house they come to and steal all the unfortunate residents' goods and chattels. The guards then knock them down with bamboo, they get up smiling and are loaded up with wood, but if you lose sight of them for a minute they drop their bundles and invade some more of their countrymen's houses. We got enough wood to last for a few days, but could not get any fowls or eggs as the Chinese had

hidden them on seeing us approach the village. The name of this village is Tullin, and was a stronghold of the Boxers, but had been attacked and laid in ruins previous to our arrival. It was still full of Boxers but it was impossible to distinguish them from the peaceable residents. However when they became aggressive, it was generally observed that when they looked down the muzzle of a rifle or revolver the moral effect was all that could be desired.

About 4 pm. the land column appeared and later on Capt. Tickell and some Indian officers paid us a visit. Early in the day 67 of the 70 junks had taken a wrong canal and it was late in the day before they discovered their mistake and returned, and as they were nearly all commissariat junks their return was anxiously looked for.

Sunday Oct. 14th 1900 - We got away at 6 am. A bitterly cold morning. The whole flotilla proceeded up the main canal which now

began to look more picturesque, Chinese gardens and plantations and the eternal mud villages being met at frequent intervals. The navigation of the Canal is very difficult as it often passes through immense lagoons covered with reeds about 15 feet high, and the junks have to be poled through. In addition to the reeds and lagoons, the difficulties of navigation are increased by the innumerable branch canals by which the country is intersected. About 11.30 a.m. we stopped to allow the rear column to come up & went ashore at a large Chinese garden.

Roosting was strictly forbidden as the villagers were friendly, but for 10 cents we purchased as much as you would pay 10¢ for in any other part of the world.

The vegetables were piled in heaps about 4 feet high and when we gave the owners 10 cents pr. heap they looked very grateful as all the other nationalities had helped themselves and paid the poor wretches

with a bamboo if they protested

Started again at 1 p.m. and on coming up to a village saw a flag flying with the following inscription "We are innocent people not Boers".

We are now in a very hostile country and a strict look out has to be kept.

Stopped at 5 p.m. at the station appointed for communicating with the land Column. We are still sleeping in an overcrowded junk and I feel as if a warm bath would do me good, I have not had my clothes off since I left Tien Tsin, the food is wretched and things generally are pretty miserable, but I suppose one dare not think of luxuries here

Monday Oct. 15. 00. Turned in at 8.30 p.m. on Sunday and decided that I would see what effect a suit of pyjamas would have on my constitution, I conjured up visions of a wash in the morning after a good night's rest. At 12.30 a.m. the sentries reported rapid firing in the rear, the

assembly was sounded, and we all turned out more quickly than we had ever moved before. I shall never forget the scramble for one's clothes, my pillow consisted of my clothing and when my pillow was exhausted I was minus a boot, which by ill luck had found its way on to some other fellow's foot. When we were all dressed and armed and expecting some fun, we found that an attack was being made on a Boxer stronghold that we had passed during the day without turning it. The French and Germans who were following us were informed of it and made a midnight attack killing a number of Boxers and capturing a leading Chief and a large quantity of arms and ammunition. It is needless to say that there was little sleep before morning, and soon after getting under weigh we had to lower our mast to pass under our first bridge which is of Chinese construction. It is built on piles, cross-tied, but without any diagonal bracing whatever. The arch was at one time intended for a segmental arch, but I don't

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The
The villagers brought presents of fruit
and fowls to propitiate our Colonel, and
the leading men through our interpreters
assured him that they had no sympathy
with the Boxer man. In the Colonel's
junk there is a Major in charge of the
Commisariat who speaks the official dialect
and also speaks Hindustanee fluently.

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There is also paid interpreter - a half caste
Chinaman - a Mr Waller who speaks of his
countrymen very flippantly, he is a thorough
paid scoundrel. In our junk unfortunately
none of the crew know as much English as we
know about Chinese, which is a pity as we
cannot learn at the time the names of the
different canals, villages and bridges we pass.

This morning the natives were ordered to supply 20 wagons to enable provisions to be sent to the land column which was expected to have been signalled early, but the heliograph has not been replied to yet. The teams in the Chinese carts are a mixed lot, a cow, a mule a pony and a little donkey often being one team. The driver is armed with a whip similar to that used by an Australian bullock driver and I'm told that his language is as choice. The French and German troops are marching on Pao-ting-Fu in one direction, the British in another and the Column from Peking in another, so that the city will be practically surrounded. All the British and foreign troops sight their water transport every two days in the canal and are supplied with provisions. When we reach our stations the heliographers select the roof of a temple on the highest elevation and try and pick up the land column. Being the large

number of allied troops that are taking part in this expedition one can readily understand the immense flotilla that is required to carry provisions and men to do outpost and picket duty. —

This is a hog's life. I have not had my clothes off for days, but this afternoon while waiting for the land column, I entered into a contract with a Chinese boy to wash me down daily with warm water and carbolic soap. I had taken the precaution to bring a supply of the latter with me. The terms of the agreement are, the the boy boils water ~~after~~ ^{Chow in} the morning - about 10 pm, and washes me from head to feet, dries me and provides me with shaving water, washes my trivels - in my presence - if I did not watch the swab he would wash them in the canal which would be certain death. The remuneration for the above services is 10 cents per diem - a little over two pence. The boy will in time become a bloated Chinese capitalist. My first washing gathered a large

number of spectators, there was no help for it.

I thought they had come to see a prize fight, but was astonished to learn that they had come to see me being washed.

I learned afterwards that they did not approve of the proceeding, remarking that "Englishman very dirty, washee, washee every day".

Our Junk is armed with a 12 pr. field gun and two others carry 45 macein guns.

Our junk is quite unsuitable for a 12 pr. and I'm afraid either the guns or the junk will suffer if we go into action.

We are informed that 9 armed war junks are about two days ahead of us, but whether they will stay to exchange compliments with us remains to be seen.

We are ready to compare notes with them and are constructing a handy magazine in a Chinaman's sleeping apartment.

At one of the villages at which we stopped to day some of the head men came to the banks of the Canal bearing a flag with

the following inscription in 'Arabic':
"We are of the Mahomedan faith
and claim your friendship."

Monday Oct 15-00 - Left our station
and proceeded a mile or two up the canal
to allow the flotilla to clear a bridge and
to await news from the land column, but
up till sunset had not been able to pick
them up with the heliograph.

During the evening a company of the
Buzal lancers arrived and informed us
that a large number of Bows and a
quantity of Mauser rifles had been captured.

Tuesday Oct. 16-00. Started up the canal
at 4 am. and as we are now in a part of the
country where the residents' politics are similar
to those of the Vicar of Bray, strict measures
are taken to prevent a surprise; an advance
guard of the Hong Kong regiment and
Naval ~~Brigade~~ Brigade is just gone out.

The wind is ahead and we are towing.
The junks are towed by a line made fast to
the mast-head. A number of Corlees, generally

about 12 go ashore and are harnessed to the line like oxen. They walk away with the punt at a good pace and their endurance is remarkable. The most noticeable feature of the Corley is his ~~patient~~ patient, good natured way of going about his work, he sings when at work just as he does when he is going to be beheaded.

We have been living fairly well for the last day or two. Our menu includes, ducks, fowl and fresh vegetables - chiefly borrowed from the villages, and to day we saw a boat coming down stream loaded with splendid black perch which we also borrowed, we were short of a boat about this size and were going to take the lead of it, but as the Chorr was so civil about his fish we let him keep his boat in payment.

- Wednesday 17th Oct-00 -

We anchored at 7 pm. on Tuesday and packed up the mud boat at 6.30 am.

About 8.30 a.m. I went ashore for a walk along the low path as the Corleys were towing the

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jump. A number of sailors were allowed
ashore for exercise. I was alone and was
glad to meet a signalmen from the Colonel's
jump who was also out for exercise.

After walking for about 2 hours among
reeds fully 5 feet above our heads we became
anxious to get into the open as we saw more
heads peeping at us from behind the bushes
than we liked, and try as we liked we could
find their owners. I suggested that a lot
of kinetic energy might be saved by cutting
across the country to reach the village at
which I thought the water column would
stop. After walking for about two hours over
a large farm that had recently been ploughed
we came across a village about $\frac{3}{4}$ mile
inland. By this time I was awfully tired
and would have been glad to have been back
in our mal-odorous jump again. However we
walked into the village in the usual Londonly
British fashion. A circumstance that made
me feel rather uneasy - and examine my re-
-colour was that there were no flags flying.

In every town and village we had passed were always prepared for contingencies, if a British force were coming the Union Jack would be flying in the most conspicuous situation usually in centre of the bridge spanning the canal. If a Russian, German, French or any other force came along the flag to their predecessor was hauled down and that of the visitor hoisted, and the flag displayed denoted that it represented the country under which the Chinese had the felicity to exist. We were not long in the village before it dawned upon us that we were not *Personae Gratae* with the long eyed inhabitants and wandered in the direction of the river followed by about 300 evil smelling Celestials. We came to a well and sat down to rest. This did not seem to fit in with the "settled policy" of the barbarians, one of whom showed me the toe of his boot and pointed to the river evidently indicating that if we did not remove ourselves we would receive the

order of the boot. To more on would have shown
signs of weakness - I was in a terrible funk -
so we let our pipes and ascertained that
our audience was only armed with boots.

The gentleman who had intended to decorate me
with the order of the boot - became very voluble, &
I put a bullet - a Dum Dum one at that -
through his dog's anatomy. This caused some
consternation among the ladies of the village,
whom we could see waddling away across the
village as fast as the deformed little appendages
which pass with them for feet would permit.

After the death of the Cur, the populace
became less demonstrative, so I indulged in
a little target practice at short range the
target being dog, some of them tolerably near
the Chow. I would have liked to have given
the the aggressive No. 1 man a lesson, but the
poor wretches did not want us and we had
really no business there, and after taking the
bearings of the place, with a view to paying
our respects to them in larger numbers, if we
ever come back, we wandered in the direction

of the river as if we were not a bit anxious to
lean. All the warlike stores possessed by the
two of us was my revolver and the tripod of
the signalman's heliograph. On reaching the
bank of the lagoon - we thought it was a
continuation of the Canal - we met General Symon
who is Director of Artillery in India and
who came over here to fill the same position as
General Sir Alfred Gascoigne's staff. He was
attended by a number of sailors who were
out for exercise, and as we were separated
by about a quarter of a mile from the
canal and had no means of signalling
the junk as they passed they looked
only middling. After a careful survey
we saw a Sampan hiding in the reeds,
as ~~soon~~ as the crew saw they were discovered
they made haste to get out of the lagoon.

We hailed them but all to no purpose
when a wily tar snatched the folding
tripod from the signalman and put it
to his shoulder, and the gentle Choo thinking
it was some of the foreign devils' deadly

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weapons at once came back. The occupants of the sampan were two Chinese ladies two children and two decent looking Chinese who finding things getting to hot in this quarter were with their goods and chattels seeking fresh fields and pastures new. The ladies and their husbands were truly afraid. The poor wretches evidently thought we were taking them into captivity or worse, but during my stay in China I never saw a sailor or heard of one being guilty of a single act of unkindness to a woman. Having commandeered the sampan we got the General on board and set sail for the junk. After getting on board our respective junks and giving the owner of the sampan a few cents for his trouble we proceeded up the Yangtze.

General Sjöman says he will never forget the heliograph incident and the manner in which the resourceful Lar extricated us from our difficulties. We reached a large village named Chow-pi-Kow about 1.30 pm. Here the land Column was picked up with the aid of

the heliograph, about 6 miles off.

We obtained wagons and sent provisions to them and ascertained that they had captured 60 prisoners. We have now stopped at the Peking Nankung road, which is spanned by 12 bridges of Chinese construction, they are wonderful specimens of bridge building and the more I see of Chinese engineering works the more I feel that their surveyors and engineers must have been most accomplished men long before Julius Caesar landed in Great Britain.

Walked through the village the entrance to which has an immense wall surmounted by a watch tower, the wall over the arched entrance is 28 feet thick, but like all the structures I have seen is falling into ruins.

We met a leading man who evidently intended to be civil. He conducted us to a stall where all kinds of delicacies were exposed for sale - with the intention of entertaining us. There were roasted grasshopper, pieces of pig, half raw - a great dish - Pea nut

boiled sheeps eyes and "Samotaw" - a raw spirit distilled from rice and with an odor worse than Fortocray. We did not feel very hungry and declined our hosts' hospitality, he evidently misunderstood our modesty and left us to our own devices.

Here I saw one of the flour mills that existed in the time of the Pharaohs.

There were two circular stones, the bottom one fixed and the upper one loose, to the upper one was lashed at a tangent a pole to which a donkey about the size of a mastiff was tied.

The grain was poured into the aperture in the top stone, and the donkey - blindfolded - wound his weary way around the little circular track.

I may add, the whole establishment was contained in a mud hut 12 feet square.

Thursday Oct. 18-00 - Rowed the mast passed under the bridge and got under way at 10.30 am. Passed several large villages and a fortified town the walls are about 40 feet high lined outside and inside with brick and filled in with mud, there are

immense watch towers at intervals and the walls are loopholed for rifle fire. The town has the canal on one side and a moat runs around three sides. It is a wonderful piece of work and we were very amazed at the Chinese knowledge of fortifications. The name as near as I could get it from the Chinese is Tsien-ah-Sha.

After passing the fortress the canal narrows to about 30 feet, and the banks are covered with rushes about 15 feet high.

Another addition to our column has just appeared, about 30 junks containing an Indian regiment joining us, making our squadron now 100, more numerous than that in which "William of Normandy" brought the army that fought the battle of Hastings. The Italian and French water transport also came up, there are in all 170 junks and when they are all under sail the scene is a most imposing one. The column being about 5 miles long. I forgot to mention that

when we passed the town I have mentioned
about 100 French Cavalry lined up and
saluted the Victorian insign. It is
needless to say that the French flag
adorns the fort, we seem to be lost
everywhere. Proceeded until too dark to
go further. Tied up to the bank and
sentries were posted, no one being allowed
to leave the forts. - Friday 19th Oct. -

Got away at 6.30 am. The canal is gradually
getting narrower. The scenery for a few
mils reminds me of Fiume gully.

The villages we are passing are evidently
those of the poorer classes and there is
abundant evidence that they were or are
now the homes of the Poor class as arms
and ammunition were found in them all.

On seeing us approach the villagers took
to their heels and did not return until
they were sure we were not going to land.

Saturday Oct 20th 00.

We are now within a few miles of Pao-tung
Fu but are making slow progress as the

water is very shallow and the lead
ahead of us is closed. As the junks are
on the bottom, we went ashore and
discovered a small Chinese arsenal
containing all kinds of weapons, old
swords, muskets, immense boxes of
bayonets & black powder in large
quantities and Percussion caps, strewn
all over the place in the greatest confusion.
After collecting a few trophies we left,
as the place was extremely dangerous,
it was eventually blown up.

The advance guard of the land column
arrived this afternoon, consisting of the
1st Bontay Cavalry, some lancers and a
mule transport. They have taken up their
quarters in a deserted Tamen.

~~Saturday~~ ^{Sunday} Oct. 21-00. We passed a terribly
cold night, the ice was $\frac{1}{2}$ inch thick on
the deck in the morning. This is worse
than a hog's life, and has a brutalizing
influence on me, although I would not
have missed it for a good deal. One calls

the Chinese the most blasphemous names
in the most unblushing manner, and
make remarks about the tombs of their
ancestors ~~that~~ and the virtue of their
relatives that would get us six months
without the option of a fine in any
other country. However as they don't know
what we are talking about it does not
matter much - to them. We are hard
and fast on the mud and about 100
men had to man the two ropes and
drag the boats over the mud by sheer
force. In about an hour the upper lock
gates were opened and we floated up
the canal and reached our destination,
"Pao-tung-tu" at 11 am. Shortly after
the land column arrived and camped
about $\frac{3}{4}$ of a mile from us. They all looked
tired and dirty having a number of very
stiff marches across immense ploughed
fields, and were glad of a rest. Monday 22.

On our arrival we learned that a French
regiment had been in occupation for nearly

a fortnight, little or no opposition having been offered. Pao-tung-Fu is the provisional capital of the province of Chi-li and was a stronghold of the Boxers. Terrible persecutions were here endured by the Green family, Miss Greig and a number of other missionaries.

The population before its occupation by the Allied Forces was about a quarter of a million. It is a strongly fortified city. The walls are about 60 feet high, and at the base about 48 feet thick.

The outside and inside are lined with immense sundried bricks, the space being filled in with clay. There are great guard towers at intervals, and the city is surrounded by a moat spanned by a drawbridge. The city from the distance has a very picturesque appearance, but like most things Chinese - distance lends enchantment to the view. A feature of all Chinese walled cities is the Court yard inside the main entrance.

If the outer gate is forced the invaders find themselves in a rectangular space, the walls of which are as high & thick as the city walls. The entrance into the city is through a gate in this enclosure at right angles to the main gate. The defenders after the main gate is forced man the walls of the courtyard and fire down on the aggressors. It was in these traps that so much life was lost during the siege of Tien-Tsin, the Japanese and Americans suffering terribly. My impression of the walled cities of China and I have been in the principal ones, is that if they were properly manned and garrisoned they would be practically impregnable; at any rate they would be able to hold the enemy at bay until they were starved out. Tuesday 23. Oct. 00

Boats tied up to the bank of the Canal.
Roosting is strictly forbidden.
General Gaselee has given orders to shoot

any man found at it, and to catch any officer found guilty. Sentries are posted along the banks of the canal before sunset, part of their duties being to keep the Coolies on board the junks. They - the Coolies - are born looters, and pillage their own countrymen without the least compunction. A great deal has been written about looting, but my experience is that the Chinese are the principal offenders. On a large expedition like the present one, it is necessary to employ an immense number of "Coolies" or laborers and they never lose an opportunity of exploiting their countrymen, they do not even hold their places of worship sacred. I have often been conducted by the Chinese to temples where it was alleged that very old josses were to be obtained, but as a rule found some one had been there before me. Wednesday Oct. 24. 00. Visited an immense Iron house - or what the looters had left of it. It is about a quarter of a

1 mile outside the walls of Pao-tung-Fu and
1 covers an area of about 3 acres. There was
an immense number of very large figures,
chiefly composed of plaster and gilded with
gold leaf and gorgeously decorated according to
the Chinese idea of decoration. Everything was
smashed to pieces, floors torn up, roof pulled
down and everything in the place wrecked by
our predecessors in their lust for loot. In a
courtyard at the back of the main building
were two rows of long low roofed buildings,
these were divided into a great number of rooms
opening into the courtyard - each about 10 feet square.
49 They each contained a coffin, beautifully polished.
In each corner there was a tiled figure of a
Chinese lady dressed in the height of Chinese
fashion. These figures were about 3 feet high,
but what their function was I am unable to
learn. These coffins probably contain the
remains of the priest or some swagger
Chinese, and strange to say were the only
things that have been left undisturbed by
the Vandals. It could not have been sentiment

that prompted them to allow the remains to rest in peace. A Chinaman alive is not a savory creature and it probably occurred to the Costers that a Chinaman dead was a thing to be avoided. I should have liked to have seen this establishment before it fell into the hands of thieves. — Thursday-Oct 26-00

Twelve Chinese were caught returning from a looting expedition before daybreak this morning. For "ways that are dark and tracks that are vain" the only Indian sentry is as peculiar as the "Leather Chinese".

The sentries used not to see them when they went on a thieving expedition, but used to lie in wait for them when they returned, and annex their illgotten gains, tie their pig tails together and keep them until it pleased Col. Retallick to see them in the morning. They were each sentenced to 12 cuts with a riding whip which they did not seem to enjoy very much at the hands of a muscular Panjabee.

I regret to say that 7 out of the 12

belonged to the eminently respectable
firm in which I at present live, more and
have my being. - Friday Oct 26-00-

Went through Pau-tung-Fu again
this morning. It's a filthy dirty place and
the residents are an evil looking lot, they
can scarcely conceal their hatred of the
Foreign Devil. It is a tolerably rich place.
All the shops are closed, but we admitted
ourselves to a few. I visited the prison
which is guarded by our men and
saw a number of prisoners, among whom
was a Colonel in the Chinese army.

This Judas was nursed during a long
illness by some European residents, whom
on his recovery he handed over to the
tender mercies of the Boers. They were
tortured and subjected to treatment that
is unfit for publication, and finally
murdered. On searching for evidence to
convict this brute the marriage certificate
of one of his victims was found among his
effects. His head is as good as off.