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*A Journey to the Southern Continent:  
The Allen C. Thomson Antarctic Expedition Diary (1911-1913)*

*Shelfmark*

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Allen C. Thomson, Antarctic Expedition Diary (1911-1913).

December 27, 1911, to March 8, 1913 (with additional entries for 1922/1923).

*Introduction*

Allen C. Thomson's "Antarctic Expedition Diary" edited here is not currently (2020) part of any particular "fonds" in the University Archives and Special Collections at California State University, Fullerton (CSUF). It was previously in the possession of Mary Lessing, Thomson's daughter, and donated by her to CSUF on April 7, 1978 (manuscript, inside cover). Of its one hundred pages, twenty-four are blank or missing. The diary is in fair but fragile condition. Written in cursive script, using pencil, it has survived frigid polar temperatures and ocean travel.

Allen C. Thomson, a Scottish sailor, traveled to Antarctica as part of the Australasian Antarctic Expedition of 1910-1914, and his diary reveals a new and exciting "from below" perspective on this significant polar exploration. He served in the engine room of the expedition's steam yacht, the S. Y. *Aurora*, between April 29, 1912 (Sydney), and March 15, 1913 (Hobart), first as fireman and was later promoted to donkeyman. Part of the *Aurora's* mission was to pick up various teams, including that of the expedition's leader, the Australian geologist Douglas Mawson (1882-1958). Yet, while Mawson is referenced frequently in the diary, Thomson never got to meet him personally because Mawson's three-member "Far Eastern Party" ran into serious difficulties during their Antarctic exploration, resulting in the death of Mawson's two other team members (Xavier Mertz and Belgrave Ninnis) and in Mawson literally "missing the boat," the *Aurora*, whose captain, John King Davis (1884-1967), was forced to leave Commonwealth Bay (Antarctica) due to bad weather before Mawson could come aboard.

However, Thomson did get to experience and included in his diary many other aspects of the expedition, such as life aboard the *Aurora* - with comments about food, hygiene, and clashes among crew members (including himself); the beauty and terror of Antarctica - with references to its stunning whiteness, famed southern lights (*Aurora australis*), humongous ice bergs, and blinding storms; and scientific exploration - with notes on his fellow travelers that included a taxidermist, a bacteriologist, a cinematographer, and a wireless specialist. Tagged on at the end are two pages that reveal Thomson's 1922 move from Scotland to Beaumont (Riverside Co., California) where he made his home.

The transcription below preserves the spelling and capitalization of the original diary; [sic]” has been used very sparingly (and not when words are merely spelled phonetically), and “[?]” appears only when a word is unclear. Letters or text in [square brackets] denote the editors’ insertions to enhance readability; dashes in square brackets, i.e., [---], denote illegible letters, with each dash representing approximately one letter. Thomson included page numbers at the top of each page; and this edition follows his pagination. He used punctuation very sparingly, creating an impression of “stream of consciousness.” To preserve the “feel” of the original manuscript, his original punctuation (or lack thereof) has been preserved here. Reading the diary aloud is perhaps the best strategy to make syntactical sense of it. Headings have been added to provide structure to this edition.

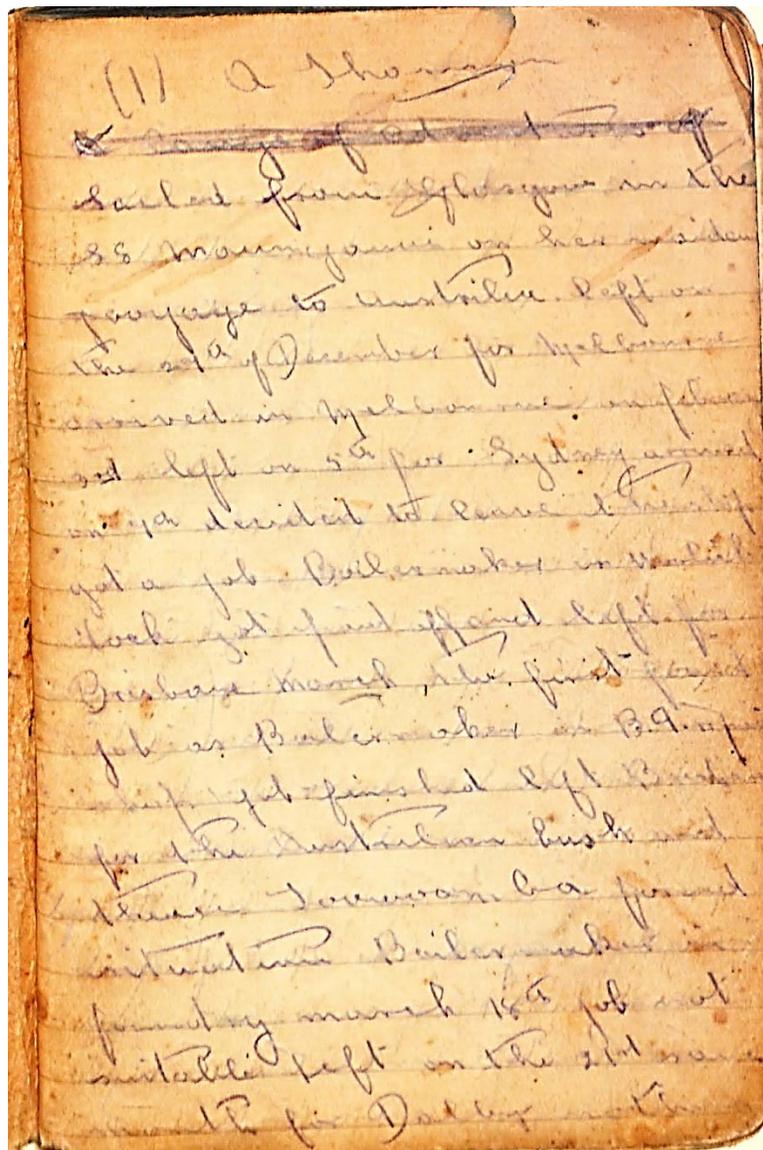


Figure 1: Allen C. Thomson, *Diary*, manuscript, page 1.

*Edition:*

Inside cover: [top of page, different hand] 573402 [bottom of page, different hand]  
Library - Cal State Univ., Fullerton [left side, different hand] 4 - 7 - 78 gift - Lessing  
[left side continued, different hand] Rare file 3

Mr. A[llen]. C. Thomson<sup>1</sup> on S Y Aurora<sup>2</sup> a. a. Melbourne<sup>3</sup>  
life and adventures of Mr. A[llen]. C. Thomson in Austril~~ha~~ and aboard the S Y  
Aurora Austrilian antar[c]tic Exploring ship<sup>4</sup>

*Leaving for Australia/Antarctica (December 27, 1911)*

(1) A[llen]. Thomson A ~~lounge [log] of adventures of~~ Sailed from Glasgow<sup>5</sup> in the  
S. S. Maunganui<sup>6</sup> on her maiden Voyage to Austrilea. left on the 27th of December  
[1911] for Melbourne arrived in Melbourne on February 3rd [1912] left on 5th for  
Sydney<sup>7</sup> arrived on the 7th decided to leave the ship got a job, Boilermaker<sup>8</sup> in [---  
---] dock got paid and left for Brisbane<sup>9</sup> march the first found job as Boilermaker  
in B. I [-----] ship job finished left Brisbane for the Austrelian bush and there  
Toowoomba.<sup>10</sup> and found situation Boilermaker in foundry<sup>11</sup> March 18th job not  
suitable left on the 21st same month [i.e., March] for Dalby<sup>12</sup> north

(2) their [there] rode 50 miles on horseback to Tara<sup>13</sup> bush started boundry [?] Rider on the Darling planes<sup>14</sup> climment [climate] to[o] hot took ill with dingea<sup>15</sup> fever on the 28th left for Brisbane I got job a repair B. I. paid up & left for Bulumba<sup>16</sup> aimed for the Aberdeen White star liner Marathon<sup>17</sup> for London. refused to work

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<sup>1</sup> Whenever the diary's author spells his last name, it is clearly "Thomson." He sometimes refers to himself by his position (boilermaker, fireman, donkeyman) and once as "Scottie" (manuscript page 19) which is what his fellow crewmembers may have called him.

<sup>2</sup> Steam yacht; built 1876 in Scotland; reported missing on January 2, 1918.

<sup>3</sup> City (southeastern Australia).

<sup>4</sup> Australasian Antarctic Expedition (1911-1914); led by Douglas Mawson (1882-1958).

<sup>5</sup> City (Scotland).

<sup>6</sup> Passenger ship; built 1911 in Scotland; in use until 1957.

<sup>7</sup> City (southeastern Australia).

<sup>8</sup> Occupation (building, installing, maintaining boilers).

<sup>9</sup> City (eastern Australia).

<sup>10</sup> City (eastern Australia, about 80 miles west of Brisbane).

<sup>11</sup> Metal-casting workshop/factory.

<sup>12</sup> Town (eastern Australia, about 130 miles west/northwest of Brisbane).

<sup>13</sup> Town (eastern Australia, about 190 miles west of Brisbane).

<sup>14</sup> River basin (southeastern Australia).

<sup>15</sup> Dengue (tropical disease).

<sup>16</sup> Bulimba (suburb, just east of Brisbane, on the Brisbane River).

<sup>17</sup> Steamship; built 1903; rebuilt 1912.

under the articles<sup>18</sup> left for Pinkenbarr<sup>19</sup> took on job coaling on the Bremmen German liner<sup>20</sup> job finished left for Sydney on the 26th of April arrived on the 29th April. si[g]ned as fireman<sup>21</sup> in the Austrilean Antarctic Exploring ship S. Y. Aurora. Cockatoo Island<sup>22</sup>

(3) on the second day of May, left Sydney on the 16th for Port Kembley<sup>23</sup> left same for the South of Macquarry Island<sup>24</sup> Antarctic Ocean. 23rd heavy weather, kneedeep in stockhold Ship leaking pumps refused to work May 24th and 26 very heavy seas. fireman not well 30th of[f] Tasmanian shores<sup>25</sup> heading for the south. on the 31st texedermist caught Albertross seven feet from tip to tip of wings takeing soundings<sup>26</sup> same day found water three miles deep 1st 2nd June weather very heavy ship searching for unknown Islands in sub Antarctic ocean june 3rd temp[era]ture 14 Deg[rees] still falling

(4) June the fourth 1 Degree south of Cape Horn<sup>27</sup> June 4th Blew a hurricay[ne] of wind and snow seas verochious [ferocious] take charge of ship engines no controll Captain<sup>28</sup> says likely to get worse on June 8th arrived at Macquarry Island Daylight at 9.30 A.M. Dark at 3. P.M. could not find a landing owing to the boi[s]trous seas drifted about for 18 hours temp[era]ture 23 Degrees very cold sailors have trouble with the cook found him standing on the foreyard head with a knife waiting to kill the sailor on the lookout june 9th 10.30 P.M. June 10th leave for a sail round the Island trawling<sup>29</sup> for the wonders of the Southern

(5) seas which resulted in a loss of a lot of gear sounding wires side lights carried over bo[a]rd and a lot of damage 1 sailor got foot broke on ~~May~~ June 11th dropped anchor at Luceatamina bay<sup>30</sup> 12th Boswan<sup>31</sup> has trouble with cook strikes boswan on fore head with a hammer cheif [chief] of[f]icer and several of the crew pootes [puts] cook in irons crew proposes to shoot the cook and throw him over board

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<sup>18</sup> Contract between captain and crew.

<sup>19</sup> Pinkenba (suburb, east of Brisbane, on the Brisbane River).

<sup>20</sup> S. S. Bremen, ocean liner; built 1896; scrapped 1929.

<sup>21</sup> Occupation (charged with maintaining the fires in a ship's boilers); Thomson's initial charge.

<sup>22</sup> Island (Sydney harbor); shipyard 1857-1991.

<sup>23</sup> Port Kembla; port town (southeastern Australia, south of Sydney).

<sup>24</sup> Macquarie Island (southwestern Pacific Ocean, between New Zealand and Antarctica).

<sup>25</sup> Tasmania (Australian island state, south of the Australian mainland).

<sup>26</sup> Measuring ocean depth.

<sup>27</sup> Southernmost tip of the South American continent (Tierra del Fuego, Chile).

<sup>28</sup> Captain John King Davis (1884-1967).

<sup>29</sup> Fishing.

<sup>30</sup> Lusitania Bay (eastern coast of Macquarie Island, Australia).

<sup>31</sup> Boatswain/bosun; officer in charge of equipment and crew.

Captain asks to give him another chance and if there be any more trouble will fill his body with lead Sunday 15th ship drages [drags] her anchor near on the rocks

(6) wind and sea still blows strong on 21st leaves for Auc[k]land Islands<sup>32</sup> arrived on the 24th not a day could one get a rest nothing but heavy weather Isles uninhabited nothing would be seen but wild cattel [cattle?] sea lions & seals and wild birds hovering round the ship. Captain gives orders to point the ship from starboard<sup>33</sup> to stern.<sup>34</sup> Photos taken of all the crew sunday 31 all go ashore in moter [motor] boat Taxedermist<sup>35</sup> & white<sup>36</sup> cueriator [curator] shoots seal sea lion wild goat and birds for museums in Canterbury.<sup>37</sup> arrived in Littleton<sup>38</sup> New Zealing [Zealand]

(7) On 1 November fireman promoted to donkeyman<sup>39</sup> Mr. A[l]len. C. Thomson - Cook gets the jail and out on bail for £2 till he is tried. He got fined £2 and to leave the country Aug 7th Crew gets drunk. refused to turn to. fireman & steward<sup>40</sup> got paid off [---] Ship leaves Littleton for Melbourne ship drives 8 ½ to 9 ½ [k]nots<sup>41</sup> under sails fair wind all the way arrived in Melbourne on the 16th of August for repairs many visitors expareal [?] many visits to the ship & governor general of Victoria<sup>42</sup> October 2nd Aurora plays cricket match with naval officers in South Melbourne cricket grounds Naval officers win by 50 runs

(8) On 11th Nov Tailor measures crew for heavy clothing for the south leaves Melbourne on Saturd[ay] the 2nd of November for Hobart<sup>43</sup> & Port Kenbla arrived in Hobart on the 10th Nov[ember]. leaves on the 12th for a Trawling cru[i]se to Macquarry Islands & mainland isles with Profes[so]r Thomson of Tasmania<sup>44</sup> and his assistant on the 13th Trawl poot [put] overboard Take soundings finds wat[e]r 3 ~~hundred~~ th[o]us[an]ds fathoms<sup>45</sup> deep Trawl Heaved abo[a]red empty Thursday 14th Novem[ber] ship delayed circulation p[u]mp valves renewed at 6 P.M.

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<sup>32</sup> Archipelago (south of New Zealand).

<sup>33</sup> Right side of the ship.

<sup>34</sup> Back or aft part of the ship.

<sup>35</sup> Probably Charles Francis Laseron (1887-1959).

<sup>36</sup> Perhaps a name.

<sup>37</sup> Canterbury Museum (Christchurch, New Zealand); established 1867.

<sup>38</sup> Lyttelton (port town, close to Christchurch, New Zealand).

<sup>39</sup> Occupation (responsible for a ship's engine room). Thomson's new charge.

<sup>40</sup> Officer (in charge of a ship's meal planning and provisions' inventory).

<sup>41</sup> Unit of speed: one nautical mile per hour (1.852 km/h).

<sup>42</sup> State (southeastern Australia).

<sup>43</sup> City (southern coast of the Australian island state of Tasmania).

<sup>44</sup> Probably Theodore Thomson Flynn (1883-1968); Australian marine biologist.

<sup>45</sup> Unit of measurement: 6 feet (1.8288 m).

Takeing sounding and observations. 16th Bad weather ship makes 20 k[nots] in 24 Hours 17th seas verochious [ferocious] lost valuable gear & 2000 fathoms<sup>46</sup>

(9) 10,000 cigreets [cigarettes?]<sup>47</sup> given to the crew - of sounding wire 18th getting worse sailors quarters fludded a wash chief steward Boswan & a sailor thrown out of their bunk sailor found sleeping in a seabag sunday quarrell with Toswan [boatswain?] and cheif officer. Takeing soundings at 1.30 P.M. 1700 Fathoms sounding rod carried away. Captain gives the search for the reported royal Islands up 19th heading South East for the Macquarry Islands 20th sailing East by East takeing Soundings water 1,720 fathoms lost 3,000 fathoms of sounding wire and a plunger, Captain gets angry tell Bowsan and sailor crew they are only in the way, bowsan gets angry and tells Captain<sup>48</sup>

(10) one bottle of stout given to each of the crew every sunday - he is only in the way. Captain cleares out and did not come back till the next day Gramofone stands to play wee [we] parted on the shore at 6.15 PM in Firemans room, on the 21st Nov[ember]. at 6.20 PM si[gh]ted Macquarry Island on front to starbo[a]rd, arrived on 22nd at 6.30 P.M. Trawling same day fish found in the net, trawl comes up damaged three inch cross bar bent to a complete circle, water calm very cold. ~~at~~ 7.30 heavy swell on port<sup>49</sup> [----] Professor passed a remark to me my word she can rool [roll?] my reply was for you doo [do] not know anything about it yet you have not seen

(11) her rool yet; he looked at me for moment and then, got into his room while I got to my own for the night. tempe[ra]ture was atmsp[h]ere 27 Degrees just got to bed when some voise was heard all hands stand by the anchor. Takeing full advantage of the rest slept sound for 13 hours, 6 men pushed off[f] the shore to board the Aurora the welcome visitor to the deserted Island of the subAntarctic Ocean. 23rd Nov[ember]. all have a jolly good time p[i]ano & Gra[mo]phones playing all singing several bottles of Russhian stout<sup>50</sup> given to the crew as they as a

(12) rule get in cold weather twice a week 3 is sufficient to knock a man drunk it is very strong. news by werekers [workers] to the Macquarry, war finished<sup>51</sup> & Cit. [etc.?] 24 of Nov[ember] ship leaves anchorage at 10 A.M. for a cru[i]se round the island takeing soundings every hour up till five O. C[lock]. Evening dropes [drops] anchor to stay the night and to finish up the cat falls overbo[a]rd but managed to

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<sup>46</sup> Sentence continues on page 9: "of sounding wire."

<sup>47</sup> With a crew of at least 90 persons, this comes to little more than 100 cigarettes per person.

<sup>48</sup> Sentence continues on page 10: "he is only in the way."

<sup>49</sup> Left side of the ship.

<sup>50</sup> Russian Imperial Stout; brewed by Anchor Brewery London since the eighteenth century.

<sup>51</sup> Perhaps the Italo-Turkish War (September 29, 1911, to October 18, 1912).

save him the boys of the island and there [their] men come abo[a]rd with many tusks & penwings [penguins] as presents for the crew, 25th Nov[ember].

(13) leaves Macquarrys for Auckland Isles at 10. am. Order given to stop engines every 2 hours takeing soundings all the way first at[t]empt 3,000 fathoms & not at the bottom, seek second lost two 2,720 fathoms of a wire and patent sinker, crew disco[u]nted cold winds almost unb[e]arable 7.30 PM. Making headway through a snow storm, 26th takeing soundings atmo[s]p[h]ere 34 Degrees steering North, 30 East at 4 PM. 24 Nov[ember] steering North. 35. East atmo[s]p[h]ere mild high sea. 28th Nov[ember] steering 55 North 55 West. trawl pute [put] off the star[board]

(14) into 1,900 fathoms and comes up empty. Captain discouraged Auckland isles in sight Captain decides not to stop, with fair winds south East, starts up for Tasmania steering North 30 East. 29th Nov[ember] steering North 56. West very heavy ship leaking hole discovered in Engineroom shell all hands swere [swear] to have the cooks life for makeing the tea with salt water, professor quarells with Captain, four of the crew suffering from nurelga,<sup>52</sup> 30th Nov[ember] steering South 85 West nothing doing allswell [all's well]. Sunday 1st Dec[ember] Sighted Stewart Island<sup>53</sup> off New Zealine [Zealand] coast, fine

(15) Weather 5.00 P.M take my Soundings 2,710 fathoms toward [?] sounding photos taken of several of the crew standing at sounding machine donkeyman<sup>54</sup> decided to preserve a penwing [penguin] he got for a cureo [curio] after spending some time skinning and cleaning it poots [puts] it in a tin and mistakeing the boiled linseed oil<sup>55</sup> for Methelated<sup>56</sup> sprities [spirits] spoiled the bird and being so disgusted with himself threw the lot over board. at 8 PM steering south by 85 West. for tea Tinned kippers,<sup>57</sup> good night

(16) 2nd Nov[ember]<sup>58</sup> Allswell 3rd everything quiet steering Nor[th] 83 East fine we[a]ther. 4th takeing sounding finds waters 2,700 fathoms Tea ox Tongue & boiled eggs 5th takeing soundings finds water 1,700 fathoms deep. Heavy weather Captain has enspeckion [inspection] finds fault with Sail[or]s & donkeyman<sup>59</sup> and room not clean enough sail[or]s told him he was tired trying and had give it up he comes to me the donkeyman I told him I had no time to wash out rooms, and

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<sup>52</sup> Neuralgia; nerve pain.

<sup>53</sup> Island (south of New Zealand's South Island).

<sup>54</sup> Thomson referring to himself.

<sup>55</sup> Flaxseed oil.

<sup>56</sup> Methylated spirits (denatured alcohol); used in taxidermy.

<sup>57</sup> Herrings.

<sup>58</sup> Read: "December." Thomson had started his entries pertaining to November 1912 on manuscript page 7 and reached November 30/December 1 on manuscript page 14.

<sup>59</sup> Thomson referring to himself.

owing to us refusing he ordered the sailors to do it just what wee were trying to work

(17) out unknown to the skipper<sup>60</sup> 6th Nov[ember]<sup>61</sup> still heavy weather up the New Zeelin [Zealand] coast, crew declairs breakfast and dinner is on the bum,<sup>62</sup> and the cook is dirty swears he will have to clear out in Hobart, at tea time while I was releaving the second Engineer<sup>63</sup> as usual for supper on his return he told me when I went up to my room to turn in as the supper was on the bum, as I myself found it, so not pleased with the supper I proposed to make toast. sail[or]s and boswan sides with me so going aft<sup>64</sup> for a loaf of bread only to be refused by the steward

(18) which caused a bit of a quarell in the saloon<sup>65</sup> with myself and the steward so after all being disgusted with the ship and all in it, I went to my bunk and turned in soundings for the 6th was 725 fathoms deep sounding plunger brings to the surface chalk white clay temp[er]ature rising. sailing Nor-West with fair wind cook kills a sheep fresh mutton for tomorrow. 7th heavy weather every thing upset 3 feet of water on the deck the ship going half speed cheaf [chief] officer declairs ship is in the same place as on the previous day

(19) at 12 O C[lock] noon, on the 8th all hands called aft to get a sailors uniform before going to Hobart the following week Scottie<sup>66</sup> the donkeyman in trouble again refused to weare the clothe[s]. when they asked my reasons I said I was no man o war<sup>67</sup> sailor nor was I proud of the fact I was a sea man and if they did not like me as I stood to pay me off otherwise give me a petty officers uniform and to finish the argument the[y] decided to do so, which they knew full well I was entitled to wee ~~were~~ are steering Sout[h] 34 East

(20) at 6.30 PM all hand called aft to si[g]ne for the last money got in the Hobart and as a rule petty officers first name call A[l]len]. Thomson hear [here] Sir steps forward and stated I did not think I could write as a joke cheif officer asked why I said my nerves were done up owing to the food I had been getting. which caused a great laugh to those who took of it that way - on the, Well in 9th fair weather trawl dropped overboard at 5 AM. which came up a surprise to all only to see nothing in it owing to a rocky bottom after decides to poot it over

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<sup>60</sup> Captain (master of the ship).

<sup>61</sup> Read: "December." Thomson had started his entries pertaining to November 1912 on manuscript page 7 and reached November 30/December 1 on manuscript page 14.

<sup>62</sup> On the bum: informal, like a vagrant, on the go.

<sup>63</sup> Perhaps Percival Gray.

<sup>64</sup> Back or stern part of the ship.

<sup>65</sup> Officers' mess, dining room.

<sup>66</sup> Thomson referring to himself.

<sup>67</sup> Warship.

(21) again at 1. O. C[lock]. which proved more succesful bringing to the surface with a fine specemen of sea life which gave the proff[e]s[s]er something to do that he did not expect some of the speicemens but the worlds records on the 14th of December wee arrived in Hobart to find many people waiting ffor our arrival. 15th 16th 17th all quiet many visitors on the 18th trouble with boswan gets locked up and fined an £ with a caushion<sup>68</sup> 19th Captain gathers crew together gives them a lecture about there [their] beheaveaur which was non[e] to[o] good on 20th quarrel

(22) with cheif Engineer<sup>69</sup> & cheif officer<sup>70</sup> about Engine Room affairs. at one O. C[lock]. Captain sends boswan along to ask all the crew if they will be his guests at a big dinner given on Christmas day as a farewell befor[e] wee sail for the south however all was agreeable. on Sunday the 22nd all went on a ~~euses~~ crues [cruise] to Browns<sup>71</sup> river us all being seamen tired of sailing hired vesseails [vessels] and rode home which on the way all kinds of took place which earned some commochion with people passing to and fro when arrived at the ship a quarrell got up with the stewart and the crew the

(23) latter not being satisfied with the tea which consisted of water cress, sitrus, sardense [sardines] cold pork and tea or Cacao [cocoa] however crew proposes to go to the captain on the next morning wheather very clear rain in the evening. On the 23rd crew determined that things should be made right, all line up a[t] the saloon to meet the Captain the latter seeing his crew wanted to know what was the matter. one man stept forward and said that they wanted better quallity a[nd] more quantiteey & cook & Stewart paid off. other wise the crew wanted paid off. Captain gets into a

(24) great state calls officers and crew together and finds that things were not what he thought or should be. However he promises that he will see things wright and there will be no distinchion with officer and crew as wee all si[g]ned on the same articles, so the crew returns to work quite satisified on the 24th several of the crew goes to see the Dentest [dentist] who scores a record pulled fortyeight teeth for the crew of the Aurora in one afternoon. Captain gives the crew a present of two boxes of binnas [bananas?] for Xmas on the 25th crew goes to a dinner in Hotel Oriental<sup>72</sup> present at the dinner

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<sup>68</sup> Caution: a formal warning.

<sup>69</sup> Probably F. J. Gillies.

<sup>70</sup> Frank D. Fletcher.

<sup>71</sup> River (southern part of the Australian island state of Tasmania, south of Hobart).

<sup>72</sup> Hadley's Orient Hotel (Hobart, Tasmania); established 1834; still operating (2020).

(25) was Captain J[ohn]. K[ing]. Davis<sup>73</sup> & Mr. Esiel Secretery.<sup>74</sup> Professor Watershoot<sup>75</sup> from Holland, wireless<sup>76</sup> Mawsons man. Captain C. Davise<sup>77</sup> & Captain Fletcher,<sup>78</sup> & all the crew spent a jolly good time on Christmas day. However the 26 Boxing day 10. O. C[lock]. ship leaves on her third voyage to the Antartic ami[d]st great cheers bands playing all ship flying flags nothing but excitement seemed to be the lounge [?] of the day but the ship sailed out with Captain and crew in good spirits to bring back the partie who are some way near the Poal [Pole] However the ship had not<sup>79</sup>

(26) 29th crew got fitted out for cold weather - gone far when she had to stop and take 24 Sibearien dogs which was left for us by Captain Manson [Mawson?]<sup>80</sup> who claims he has discovered the Poal. up till the 30th wee n had boist[e]rous weather which is nothing new to the Aurora & her crew on one occasion wee lost three sheep. to walk the decks of the lively ship was an impossib[i]lity 1st. 2. 3. blowing a hurracane seamen quarters awash Captain J[ohn]. K[ing] Davise & Cap. C. Davise<sup>81</sup> scared tells the man at the wheel to be careful and steer for the best [?]. lost other five sheep and boulwarks stove in [?] on the 3rd January 1913 salt water gets

(27) into the tanks and wee became aware there was no fresh water abo[a]rd, the crew afraid of getting scurvie,<sup>82</sup> at 5.30 PM, Captain pivots [?] the ship about 90 Deg[rees]. to Wes[t]ward which resulted in Captain & Cheif officer having a roudy quarrell the ship near cap[s]ised all hands loose heart dont care what becomes of the ship in the terrible storm. temp[era]ture 32 Degrees atmsp[h]ere. On the 4th & 5th fine weather sea smooth ship making for the ice on the 5th great comochien [commotion] seen in the heavens at 12.30 mid night known as Aurora bathora<sup>83</sup> great lights different c[o]lours I may say the finest sight I have ever seen in all my life

(28) stearing South 11 Deg[rees] East but temp[era]ture atmsp[h]ere 11 Deg[rees]. our bearings are 57 South 11 East. Captain gives orders to have a sharp lookout for ice. still 10 sheep alive out of 60. on the 6th & 7th Seas choppy blowing an Easterely gale Captain decides to take a sounding finds it 2,750 fathoms with a snow white

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<sup>73</sup> (1884-1967).

<sup>74</sup> Perhaps Conrad Constantine Eitel (1880-1947); the expedition's secretary.

<sup>75</sup> Joseph Nicolaas Maria Theodorus van Waterschoot van der Gracht (1880-1959); artist.

<sup>76</sup> The expedition's wireless man until February 1913 was Walter Henry Hannam (1885-1965).

<sup>77</sup> Probably Captain James Davis, a whaling expert.

<sup>78</sup> Frank D. Fletcher; First (Chief) Officer of the S. Y. Aurora.

<sup>79</sup> Sentence continues on page 26: "gone far when."

<sup>80</sup> Probably Douglas Mawson, the expedition's leader.

<sup>81</sup> Probably Captain James Davis, a whaling expert.

<sup>82</sup> Scurvy (disease caused by Vitamin-C deficiency).

<sup>83</sup> Aurora australis: southern lights; southern equivalent to the Aurora borealis.

sand at the bottom on the 8th weather getting very cold all hands ordered to wear heavy clothes. 9th one case of beer containing 8 Dozen and a box of figs and a box of dates for each of the crew, on the 10th sighted the ice several [ice]bergs past on the port bough [bow] temp[er]ature atmo[s]p[h]ere 19 Deg[rees]

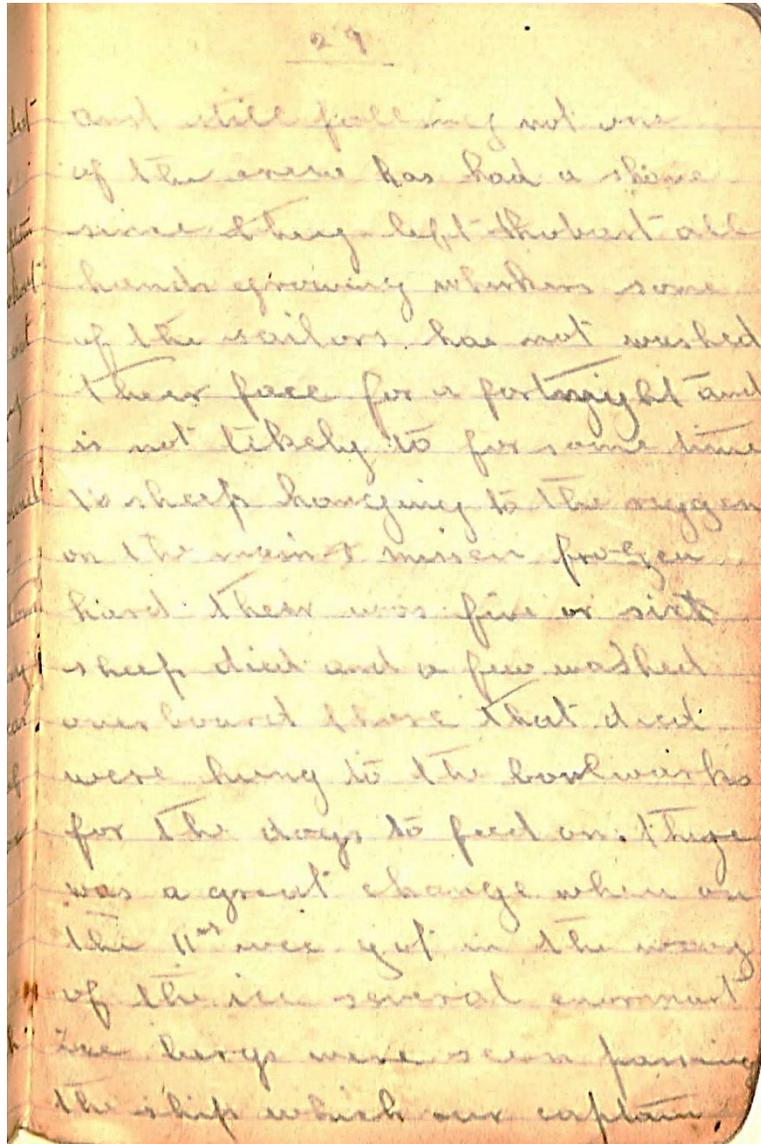


Figure 2: Allen C. Thomson, *Diary*, manuscript, page 29.

(29) and still falling not one of the crew has had a shave since they left Hobart all hands growing whiskers some of the sailors has not washed their face for a fortnight and is not likely to for some time 16 sheep hanging to the riggen [rigging] on the main & missen<sup>84</sup> frozen hard their [there] was five or six sheep died and a few washed over board those that died were hung to the bouldwarks for the dogs

<sup>84</sup> Stern mast.

to feed on. There was a great change when on the 11th wee got in the way of the ice several enormant [enormous] ice bergs were seen passing the ship which our captain [gave]

(30) a wide berth and several small ones. at three O. C[lock]. after noon wee were s[ur]rounded by pack ice that is several feet thick but almost covers the surrou[n]ding seas well there was nothing for it but to pum[m]el it and make a way which wee did but the ship proceeding slowly our great danger anxiening [?] the clearence of the propeller from the ice the temp[era]ture was below freeze[n] [freezing] point 4 Deg[rees] when wee got clear wee made great speed in open water during the night but it must be under stood that in Southern latitudites [latitudes] in summer it is never dark sunset and sun rise occures in the same

*Arriving at Commonwealth Bay (January 12, 1913)*

(31) hour what I think winter is a long night and summer a long day next day 12th found us again in the ice which was much heavier so running no risks our captain changed his course and chanced being lighter and just as I say it was but as before wee got through there again into clear water and serching food wee made the land named Addlie<sup>85</sup> land and the bay named by our leader Doctor D[o]uglas Mawson commonwe[a]lth bay<sup>86</sup> where wee dropped our anchor at 2.30. A.M. wee had not been at rest long when it started to blow a tremendo[u]s gale which took

(32) charge of hour [our] ship and the strain on the anchor snapped the chain and the ship drifted fast in the gale. the donkeyman thats myself happened to be on watch all night with a fireman hearing the noise and moshion [motion] of the ship [k]new she was a drift got ready when the telegraph rung full speed ahead 5 minutes later and although wee wer[e] going ahead the storm blowing so strong wee were not makeing no headway she was still drifting astern slowly our navigation officer reckoned by the glase [?] the wind was trav[e]ling 110 miles Per Hour

(33) in the morning nothing could be done the temp[era]ture was 20% below zero and the ship pure white with drift snow blown of[f] the glasier [glacier] or ice barrier about a hundred & fifty yards away on 14th the gale was moderate but to[o] strong to venture on the ice nothing could be done that day on the 15th all was calm so wee got the motor boat under way and made for the shore without any trouble here wee found the first depo[t] with only t[w]o men in it a land survayor and one of the partie the latter being blind so on returning to the ship wee brought

(34) with us and some ice wee melted down to fresh water which wee needed badly on the 16th the captain asked them about the rest of the part[y] they said the

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<sup>85</sup> Adélie Land (Antarctica); discovered 1840 by French naval officer and explorer Jules Dumont d'Urville (1790–1842) and named after his spouse, Adèle Dorothee Pepin (1798–1842).

<sup>86</sup> Bay between Point Alden and Cape Gray (Antarctica); discovered 1912 by Douglas Mawson.

Doctor<sup>87</sup> left with three men and 60 days proveshuns [provisions] a sledge and a team of dogs for the Magneetich [Magnetic] Pole<sup>88</sup> saying he would return on the 14th day of January from December the 3rd and there is no si[g]ngs of him yet. and all are very anchious, the other partie left with 3 men and an airoplane<sup>89</sup> going south 20% west but they were not due till the 17th the foll[ow]ing day, and the other partie

(35) with four men, they were waiting on there [their] arrival every minute. at three o clock on the morning of the 17th the last partie I mensioned just came over an ice glassier [glacier] with the sledge after a departure of 22 days on a wilderness of ice wee could v[i]ew them from the ship and a be[au]tifull picture it was a sight in a lifetime and in a reallitie I will never forget, both man and dogs seem to be done out with exposure, as but they seemed to be overjoyed as they waved at the first sight of the ship and not sorry to see it

(36) on the 17th at 5.30 AM the partie of four men with the aeroplan[e] were comming in the same direchion as the former one and they no doubt have had a hard time of it on giving an account of their selves they said they broke down on their way back and had to pool [pull] it a hundred & fiftey miles over ice and the seen [scene?] was really a syenfitach [scientific] one, however their obvercashuns [observations] and syentifick [scientific] work proved very successful, now every hope is that the doctor will turn up next and let us push off threw [through] the ice<sup>90</sup>

(37) wireless mashines takeing down this day the 17th - as quick as possible wee have thirteen hundred miles to go farther to Gosburg<sup>91</sup> land to pick up another partie of Doctor Mawsons and wee must leave before the beginning of March to avoide being frozen in for the comming winter. 18th wweather fine sun shinning [shining] Captain leads to grapell for the lost anchor and 40 fathoms of cable that wee lost owing to owing to [sic] a previous storm that set the ship adrift and snapped her cable, however wee were not succesfull the first day the men had just got on board

(38) when about 3 hours later a great fall of ice from the ice barrier to the water with a noise of thunder, I am sure there would be hundreds of tons, although hour [our] captain was aware of these dangers one would think that he had been judging from apparence you could never amagnine [imagine] that such a[n] enormas amount of ice should fall from what appe[a]red to the eye a solid mass to

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<sup>87</sup> Douglas Mawson, the expedition's leader.

<sup>88</sup> South Magnetic Pole.

<sup>89</sup> Actually a dismantled airplane used as a motor sledge or air-tractor.

<sup>90</sup> Sentence continues on page 37: "as quickly as possible."

<sup>91</sup> Gaussberg: extinct volcanic cone (Antarctica).

give you the ~~milage~~ demenctions of it I could not say but how ever looking at it from hour [our] ship whether I am looking at its

(39) brea[d]th or berth I don't know I cant see the north end of it and the South end seemed to be annex[a]ted to the land it[s] height is about 3 hundred feet High this is the most importened one I speak of the place is perched with smaller ones all the land that is to be seen is near the coast it is almost white weather beaten with the sea and storms of great vellositey [velocity] it is quite a common thing for the wind to blow at a villositey [velocity] of two hundred miles an hour a hurricane torrent is 260. to 280.

(40) our wireless operator<sup>92</sup> is bussy [busy] checking a station for the time being trying to break his own rekords as he has broke the world records at Macquarry Island sending messages to Add[e]l[a]id<sup>93</sup> & Honnoulou[l]a<sup>94</sup> Fu Ga Island<sup>95</sup> and several other places he is now trying to send these from the frozen south or Antarctica 20th January wee have a great variety of specimenes wee have a box placed in the engine room by Doctor A[rchibald] L[ang]. McL[e]ane<sup>96</sup> it is divided into two parts. one with a large sized Par[affin] lamp the other contains gerems [germs]

(41) of the sea, Gerems [germs] of the snow or ice and gerems [germs] of the earth all alive ~~they ar~~ it is impossible to view them with the naked eye and having a look [a]round I see the taxedermist<sup>97</sup> quite bussy [busy] skinning and stuffing birds snow peterals<sup>98</sup> and Emperor penwings [penguins] and other pollar [polar] birds the 21st all going as usual several of the crew engaged in bringing ice to the ship filling all the tanks. 22 a partie leaves with the airoplane and ten days food in search for doctor Mawson as all hands beginning

(42) to get anchious [anxious] about the missing partie, the captain says he will be forced to leave at the end of the month he cant allow himself to be frozen in, the coals and food is not sufficient for another year on the 24th 25 & 26th it blew a tremendas storm the ship snapped her cable and went adrift this is the second time but every thing was ready in the engine room wee were able to hold our own the captain lements [laments] about the loss of the two anchors and a hundred and twenty fathoms

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<sup>92</sup> Walter Henry Hannam (1885-1965). The expedition established the first wireless contact between Antarctica and Australia via a wireless station on Macquarie Island.

<sup>93</sup> Adelaide (southern Australia, 2214 miles from Commonwealth Bay).

<sup>94</sup> Honolulu (Hawaii, 6804 miles from Commonwealth Bay).

<sup>95</sup> Either Tierra del Fuego (Chile, 3873 miles from Commonwealth Bay) or Fuga Island (Philippines, 6023 miles miles from Commonwealth Bay).

<sup>96</sup> Archibald Lang McLean (1885-1922); bacteriologist.

<sup>97</sup> Probably Charles Francis Laseron.

<sup>98</sup> Snow petrels: a species of Antarctic bird.

(43) cable the second one had such a strain on it smashed the windless [windows] the storm reged [raged] to a phlositee [velocity] of 200 miles an hour carrying hundreds of tons of ice into the water which made our phersition [position] very dangerous, however there is nothing else for it but to dudge [dodge] about in the openx as best wee could which wee did till the 28th when all was still again wee ventured in to our old position the captain decides to drop another anchor which is only half the size

(44) of the former and all the cable wee have left trusting it will hold till wee try to grap[p]le for our last ones this is our only hope if wee loose [lose] this one wee may poot to sea again on the 29th the partie on the shore asks the captain to go a hundred & fifty miles to the Eastward of Addlie land that wee may come on the doctor<sup>99</sup> knowink this was the way he would come back which the<sup>100</sup> admitted to so at 6 A.M. wee steamed out and the creus [cruise] proved unsuccessfull on our way

(45) wee got mixed with a lot of ice and it took us 3 ½ days to get back to the first base, and I may say there wee explained came on several ice bergs and on one occasion wee had to take a passage between two of them one of them was I believe the greatest I have ever seen I swear it be would be 50 miles broad for the length wee could not see the end of it wee sailed along side for 28 Hours at a speed of 4 miles Per hour but could not see the end of it and in h[e]ight it would be

(46) 200 feet high with arches on the sides of it some of them big enough to hold our little ship, wee had a box kite flying in the air at such a h[e]ight it could been seen by anyone on the shore and every half hour a gun was fired from the ship to draw the attension of any one that should be ashore but there was no reply on February the first wee got back to our former place, and it was blowing a fresh breese so wee had to dudge [dodge] about for our anchor could

(47) not hold us, however the Chief engineer<sup>101</sup> gets anchious [anxious] about the coals he is afraid their [there] is not enough to take us home, and all over things are getting pretty hard no more fresh food nothing but tinned food I will give an idea what I have had for one day rashions on comming of watch at 6. A.M. I had a cup of cocoa at 8. A.M. breakfast goes to the Gailey [galley] gets a tinn of preserved herring and buridge [porridge?], dinner tinned beef tinned potatoes preserves peas bread pudding, 5 P.M. Tea 1 tin sardens [sardines], bread

(48) their [there] is no doupt one to read this, would think it alwright - but you get real[l]y tired of it and it is not long till all our blood gets out of order and wee are all compla[i]nning with with [sic] boiles even the Doctors & Professors of the partie could not prevent them no doupt it is misirable and all hands wishes they were

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<sup>99</sup> Douglas Mawson, the expedition's leader.

<sup>100</sup> Captain John King Davis.

<sup>101</sup> Probably F. J. Gillies.

finished and no one any more than myself., on the x 2nd of February at 2 A.M. the wind rose to a hurricane and I have been in some pretty strong blows but never anything to compare

(49) with the blow that morning I think I will never forget it, it ranged to a philositie [velocity] rekored [record] gauge over one hundred miles per hour it carried away the monkey gaff<sup>102</sup> from the missen<sup>103</sup> the engines were in mochion slow a H[ea].D. but she was drifting a[s] S[oon?] [a]s. the captain rings full speed, well I poot the engines to what wee reckon [reckon] full speed but he rung again for more, she stuck at that for an hour he comes down him self and asked if wee would open her for all she was worth, and she went at

(50) that till it eased down about mid day and still she was making little head way it was a great sight to see the ship after the blow she was pure white with the spraes [sprays?] washing over her and frozen as they landed on the rigging and the deck their [there] was nothing but a mass of icicals the temp[era]ture was about 12 Degrees or 16% below freezing point, wee were in latitude 72%, South the Squall continued every day some days blowing harder than another

(51) it was verochious [ferocious] the ship is able to speed at 9 [k]nots Per hour, and at present they have been going fool [full] belt since the second of February till the Eighth and wee are still going but slowly wee cant even hold our own the look of the ship is really a great one a sight that one would remember a[nd] will be by all on board the riggings is about 6" thick with solid ice right up to the fore yard, and tons of it hanging to the ships side all

(52) over she is a mas[s] of icacals [icicles], on the 9th it calmed a little but still blowing 50 miles per hour and it was impossible to launch a boat to get ashore or them to come to the ship but still wee were in commune[c]ation with the search partie by wireless wee dodged about all day thinking it would die off but no it rose again blew still worse, well our captain seeing the phicesion [position] of the ship was dangerous and the fear of getting frozen in at

(53) the second base Gossburgh<sup>104</sup> land 1,300 miles to westward where the other half of the partie was to be picked up, called all hands and held conference the verdick [verdict] being set sail for second base so wee sailed and on the 10th with 6 of the partie leaving four to search for ~~for~~ the missing three the Doctor<sup>105</sup> is one of them. however wee were not long gone till wee got calm water in the shelter of the great barriers of ice althrough the glass way

(54) low it was really a treat to find our selves in calm water on the 12th wee got ~~an~~ a wireless message that the doctor had returned alone the other two ~~had~~ were

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<sup>102</sup> Stick for the display of signals; affixed to the missen (stern mast).

<sup>103</sup> Stern mast.

<sup>104</sup> Gaussberg: extinct volcanic cone (Antarctica).

<sup>105</sup> Douglas Mawson, the expedition's leader.

dead how they met their death wee do not know yet one of them is a Mr. Merts<sup>106</sup> the other a Mr. Ninniss,<sup>107</sup> our orders were to turn at once which the captain was unwilling to do so, But he obeyed order put the ship about and on the 13th wee arrived at midnight and wee noticed the flag flying halfmast high

*Leaving Antarctica (February 14, 1913)*

(55) on the wireless pole ashore but just as before the wind was blowing so strong it made it impossible to reach the shore and after dog[d]ing about all day the captain gave it up knowing he had no time to loose [lose] signeled ashore hove the blue ensi[g]ne<sup>108</sup> and sailed up it was no doupt pitifull to go and leave them in such a place for another year however on the 14th wee got well under way The out side sea was very calm with a slight breese on our starboard

(56) and I am sure I could have counted half a dozen whales blowing on the surface of the water, and the sun shinning [shining] for a few hours made it cheerey [cheery] on the 15th wee got into a big stretch of pack ice that gave us all something to do, in the Engine room as as usual gets the worst of it, engines going full Ah[ea]d one minute next stop and so on all the time however she got through slowly then clear water again with monsters of ice bergs floating around us, with steam and sail

(57) a fair wind wee got along it a speed of 11 [k]nots Per Hour on the 16th seemed to be a day of corrueption [corruption] our 2nd Engineer<sup>109</sup> quarreled with the firemen for leaving the stockhold<sup>110</sup> [stoke hold] he struck the 4 to 8 fireman who returned the complimend and the second [engineer] being a a little man no doupt would have got the worst of it had it not been for the dunkeyman<sup>111</sup> who was on the seen [scene] at the time, however determined that his word would be law he lifted a buttom [bottom] end spanner<sup>112</sup> to kill the fireman which the latter was

(58) quick enough to clear out but this was only a start to matters, the 8 to 12 firemen quareled with him to[o] and swore to sweep the stoke Hould [hold] with him and set the 2nd [engineer] in great rage the firemen told the donkeyman about somethings tricks he was playing by screwing up glands five minutes before he came on watch the donkeyman said he thought there was something like that going on and on turning struck the second [engineer] I was taken to the skipper to be boyed<sup>113</sup>

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<sup>106</sup> Xavier Mertz (1882-1913).

<sup>107</sup> Belgrave Edward Sutton Ninniss (1887-1912).

<sup>108</sup> Blue ensign: blue flag with England's St. George's Cross (Union Jack) in the canton.

<sup>109</sup> Perhaps Percival Gray.

<sup>110</sup> The room where the ship's furnaces are fired.

<sup>111</sup> Thomson referring to himself.

<sup>112</sup> Tool (type of wrench).

<sup>113</sup> To be boyed: disciplined.

(59) and by good luck the captain refused to do when he heard the right way of it, and the chief Engineer<sup>114</sup> tells the second [engineer] off, but it is allright it will soon blow over like all the rest, on the 17th still blowing a fair wind all sails set a steam wee are makeing a record passage keeping well north to clear the ice, however this continued till the 20th and a quarrel arose with the boswan and a sail[o]r who was a Dane a few blows ~~wea~~ were given and received till the chief officer stop[p]ed

(60) the fight, the cause of the fight, wee understood the boswan sending the sailor Aloft to do an an unne[ce]ssery job or another ways working points, for their [there] is no such thing a[s] working aloft in a ship in so h[e]ight latitudes south. at midnight the ~~sky~~ heavens was of a ink black with a long zig zag streak of many colours yellowish read [red] being the most, real[l]y a wonderful sight it is known as Aurora Austrilishia<sup>115</sup> the first part of the name I may menchon [mention] our ship is called after

(61) on the 21st the weather was real[l]y be[au]tiful, the ship gets mixed up in heavy pack ice, she did not go far till she stuck and had to go back and again it was too heavy the only thing was to change the course and look for an opening which wee found not far off, however at 8.30 P.M. the ship stopped for the night in open waters for it would be dangerous. the water perched with bergs of all sisies [sizes]. during the day all those with cammers [cameras] were taking snaps of the ice as wee went along

(62) and the cinematograph photographer<sup>116</sup> had his machine working automatically on the missen<sup>117</sup> cros[s]trees<sup>118</sup> takeing everything as wee went along. The next day was not favourable a thick fog rested on the waters at the hour of 6.30. A.M. the ship makeing head way at speed of about 2 miles per hour takeing chances for wee must reach our second base as soon as possible and get to the norther[n] of the antarctic Circle or wee may content ourselves and get frozen in for the winter

(63) which is the fear of our captain it at present, wee must leave the South before the end of February [...] <sup>119</sup> stopped on the 22nd and sighted the great barrier<sup>120</sup> which extends 2 hundred miles long and about 3 hundred feet high. their [there] was a small berg passed on our port of peculiar shape hollow in the centre, with great arches and a deep blue colour above the water mark and in the hollow their [there]

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<sup>114</sup> Probably F. J. Gillies.

<sup>115</sup> Aurora australis: southern lights; southern equivalent to the Aurora borealis.

<sup>116</sup> James Francis "Frank" Hurley (1885-1962).

<sup>117</sup> Stern mast.

<sup>118</sup> Pair of horizontal beams at the top of a mast.

<sup>119</sup> Two lines of illegible text, perhaps erased.

<sup>120</sup> Probably the Ross Ice Shelf (Antarctica).

(64) lay 16 silver seals it was a be[au]tifull sight however wee are still getting along and steering close into the barrier getting clear of a fresh breese that sprung up from the S[outh]. E[ast]. wee reached our second base on the 23d at ten O. C[lock]. A.M. and found 8 men all sound all well over joyed at the sight of the ship wee found their provishions pretty well down and they have not had a smoek smoke for three months

(65) and they did enjoy one that day no doupt about it, will [we all?] doing a bit of steadying wee managed by the help of the dogs to get their stores aboard with out any trouble their shack was about 2 miles off on the ice barrier, however after getting all on board killed several penwings [penguins] wee took our anchors on board and sailed out the evening of the same day the captain delaid no time in getting clear of the ice on the 24th & 25th we got clear water

(66) although their [there] were plenty of ice bergs of all sizes passing at a distance, the weather was really good with a light westerly breese the atemosphere temperat[ure] 48% wee were steering Nor[th]. 69% E[east]. however next day ~~were~~ the 26th wee met with heavy pack ice and that day was spent battling and bashin[g] and making very little headway and no doupt it is sickening to look around you and see youre [your] ship in a mass of ice and only on the move and the engines going for all their

(67) worth and about 20 to 40 miles to go before getting clear and perhaps only for a day and maybe clear for good and what made it more monotonous [monotonous] was wee were homeward bound and looking forward for a jolly good time in some part of Austrilesia [Australasia] and I with all the rest will not be sorry, on the 27th the weather was much the same the captain hearing the fireman grumbling split up the partie poot [put] 3 or 4 on each watch to trimm [trim] coals for the<sup>121</sup>

(68) however the men were willing to obey orders from the captain who is in full comand owing to the absence of the Doctor.<sup>122</sup> it no doupt sounds funny to hear a fire man say his trimming<sup>123</sup> consisted of a Doctor a land survayor and a Wireless marine [?] man, I know my attendant in the engineroom was a taxedermist.<sup>124</sup> the next day was the end of the month 28th wee got into loose flow ice but managed to make a passage by dodging the ice the spaces between wee got clear about 1 O. C[lock]. Mid day & started to blow ~~forwar~~

(69) so with all yards braced up sails set and steam wee were running down an easterly wind traveling at a speed of 12 [k]nots This continued for about 8 days [i.e., March 8, 1913] wee were all beginning to feel the warmeth of the air and

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<sup>121</sup> Thomson's phrase ends abruptly here.

<sup>122</sup> Douglas Mawson, the expedition's leader.

<sup>123</sup> Trimming: outfit, team.

<sup>124</sup> Probably Charles Francis Laseron.

enjoying the sail packing our bags & as wee knew wee were all to be paid off at Hobart<sup>125</sup> Tasmania what after that we did not know<sup>126</sup>

(70)-(77) manuscript pages are blank/missing.

(78) manuscript page merely contains three numbers: 6613, 66, and 6615.

(79) Left Glasgow for California on the 2nd of September 1922 on board S. S. Columbia<sup>127</sup> arrived at New York on 10th Sep[tember]. kept aboard ship till 12th passed doctor and left same day for California takes train to Neworleans arrived 14th at 11, A.M. leaves 11,30, PM. for Beaumont,<sup>128</sup> after a very trying time in the train with heat and sandstorms in the desert lasting three days arrives in Beaumont allwell on 17th day of Sept[ember] some time in the evening I dont remember where we were met by our friends<sup>129</sup>

(80) manuscript page is erased and crossed out with a double-cross, but portions remain legible; illegible parts are denoted with [---]:

(80) it is to be remembered that partick [---] is not behind the times for seamen & Mr. A[llen]. Thomson of [---] is well known in partick & [---] I will arrive in Glasgow early next week from Australlia after [---] in Antarctic voyages he is one of the crew of Doctor D[o]uglas Mawsons South Pole Exploring Ship who suffered so much with the v[i]olent hurracanes blew during their visits to the proper South.

(81) ½ Hour later arrived at the Arygl<sup>130</sup> ranch started next day 18th to pick Pruns [prunes] my wife and kid also on pricework 10. C[ents] Per lay and continued for the remainder of the pickering. walked about for one month visiting Los Angeles and different Cities in California and returning to the ranch.<sup>131</sup> Lived for three months at the ranch then moved to Beaumont City rented a house for a short time.

(82)-(97) manuscript pages blank/missing.

(98)-(100) manuscript pages are not numbered, written in a different hand, and contain supply/price lists, presumably for a bicycle shop (e.g., steel spoke dies, armed nipple key, spoke screwing machine, pliers, pump clips, saddle springs, puncture proof bands).

Back cover: [ex libris plaque, printed, with the seal of California State University, Fullerton 1957] From the Collection of the Patrons of the Library

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<sup>125</sup> The S. Y. Aurora returned to Hobart on March 15, 1913.

<sup>126</sup> The phrase "what after that we did not know" is written in a different hand.

<sup>127</sup> Passenger and cargo liner (Anchor Line); built 1896; scrapped 1929.

<sup>128</sup> City (Riverside Co., California); incorporated 1912.

<sup>129</sup> Sentence continues on page 81: "½ Hour later."

<sup>130</sup> Agricultural establishment in the vicinity of Beaumont.

<sup>131</sup> The remainder of this manuscript page is written in a different hand.

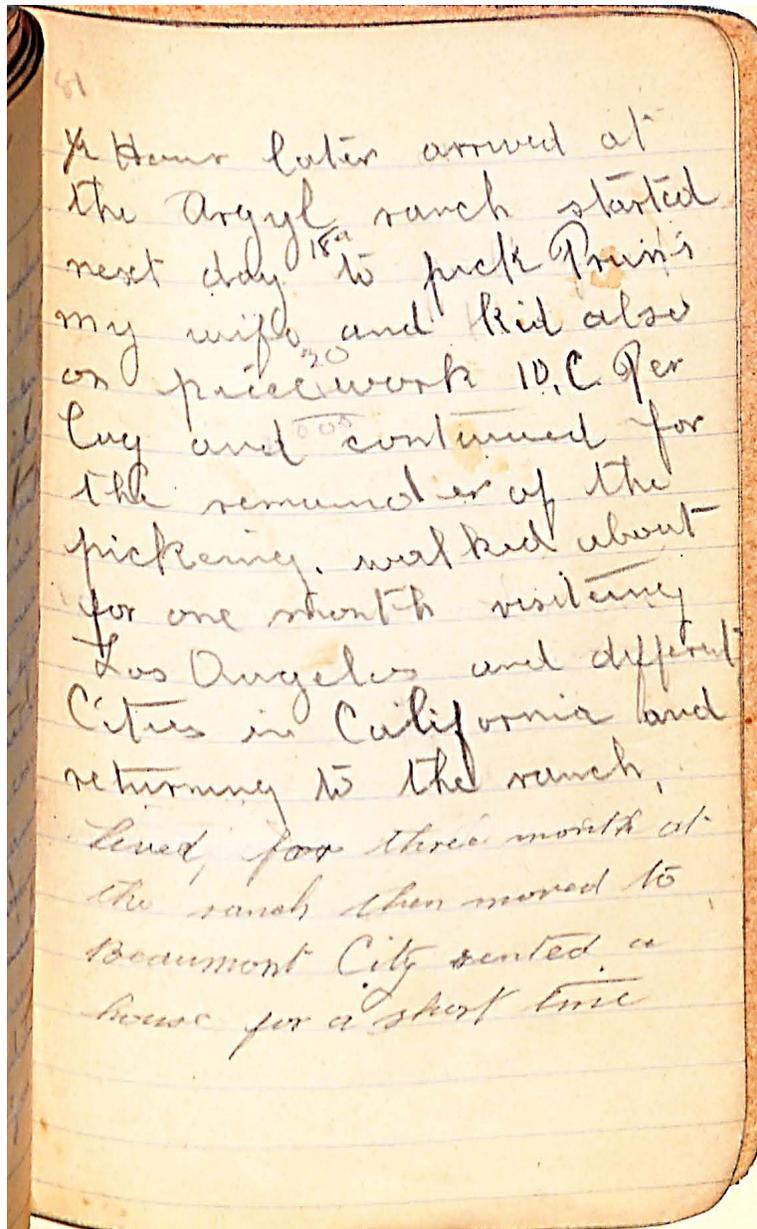


Figure 3: Allen C. Thomson, Diary, manuscript, page 81.

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