



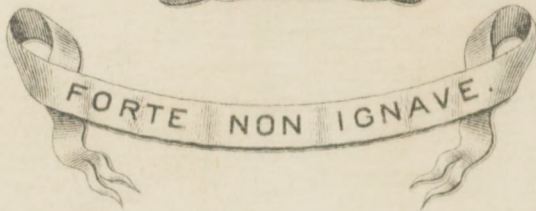
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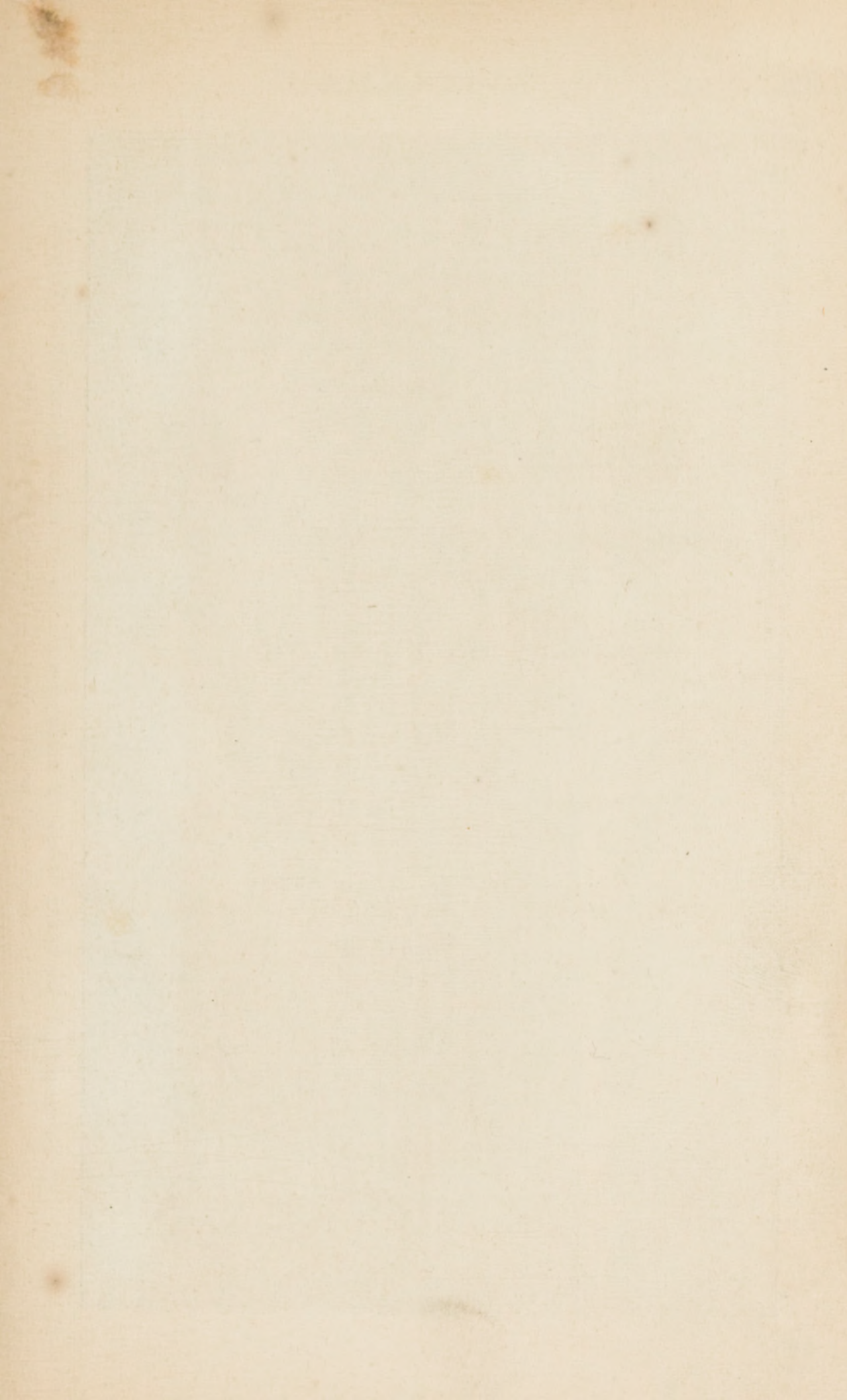
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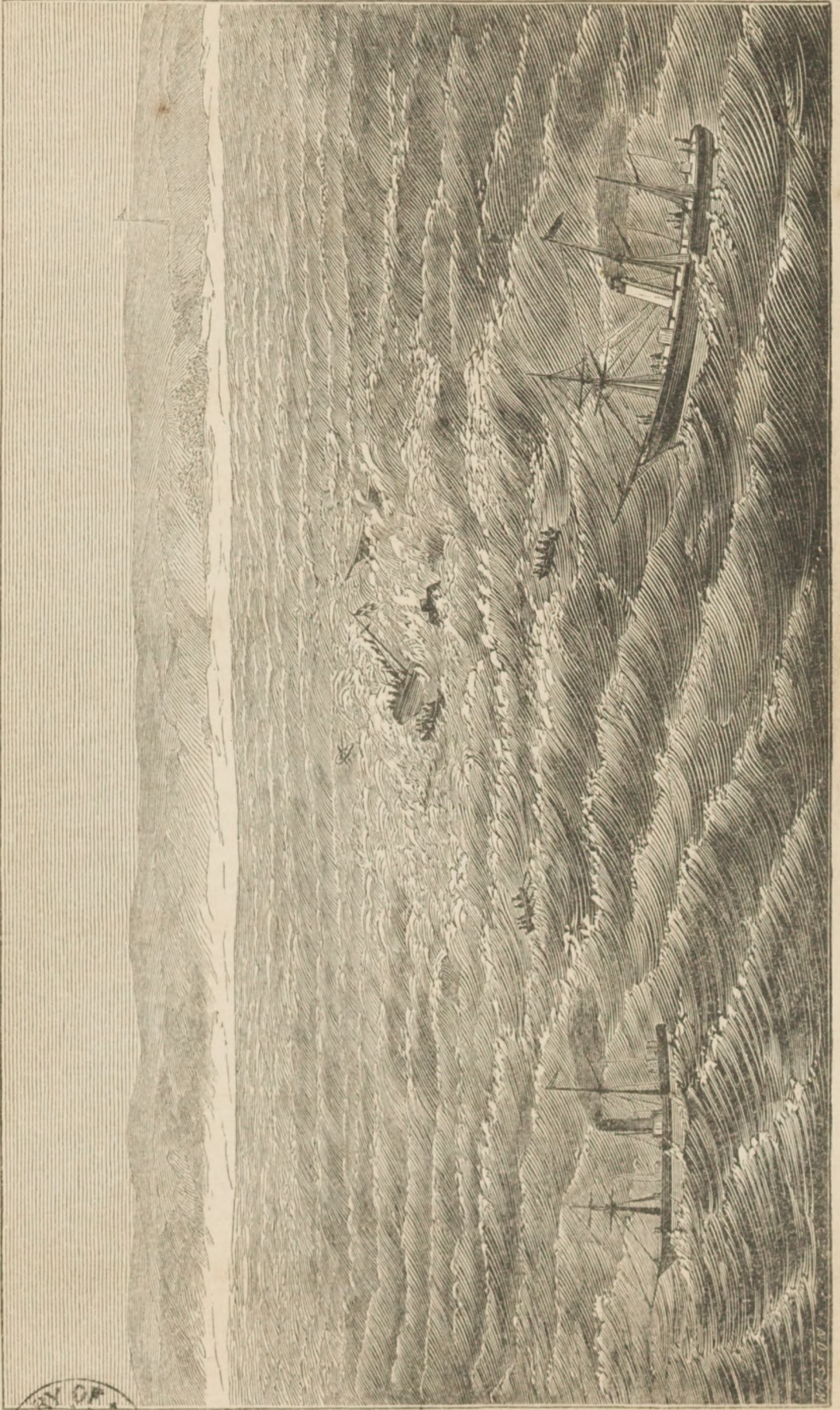


Alfred Lee.

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BIRD'S-EYE VIEW OF THE WRECK OF THE "ADMELLA," WITH BOATS AND STEAMERS RESCUING SURVIVORS.

From a Sketch by James Fawthrop, who led the Crew of the Life-boat in the successful attempt.



NARRATIVE

OF THE

SHIPWRECK OF THE "ADMELLA,"

INTER-COLONIAL STEAMER,

ON THE

SOUTHERN COAST OF AUSTRALIA :

DRAWN UP FROM AUTHENTIC STATEMENTS FURNISHED BY
THE RESCUERS AND SURVIVORS.

BY SAMUEL MOSSMAN :

AUTHOR OF ARTICLE AUSTRALIA, ENCYCLOPÆDIA BRITANNICA, AUSTRALIA
REVISITED, ETC., ETC.



WITH A MAP OF THE COAST,

AND A SKETCH OF THE WRECK AT TIME OF RESCUE,

BY J. FAWTHROP, HARBOURMASTER, PORTLAND.

Melbourne :

PRINTED AND PUBLISHED FOR THE COMMITTEE OF THE "ADMELLA"
FUND, BY J. H. MOULINES AND CO.

1859

To J. P. Gilchrist Esq:
Member of the "Admella" Fund Committee
With the Author's compliments.

From him to his friend
H. C. Murray



DEDICATED

TO THE COLONISTS OF

VICTORIA AND SOUTH AUSTRALIA,

WHO SO GENEROUSLY CONTRIBUTED

TO THE

"ADMELLA" FUND,

FOR

REWARDING THE BRAVE RESCUERS,

AND

RELIEVING THE DISTRESSED SURVIVORS OF THAT SHIPWRECKED VESSEL.

BY THEIR OBEDIENT SERVANT,

THE AUTHOR.

Melbourne, November, 1859.

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SHIPWRECK OF THE "ADMELLA."

CHAPTER I.

INTRODUCTORY.

Geography of Southern Coast of Australia—Extent of Shipping and Maritime Traffic along the Coast—Dangers of Navigation—Appalling Shipwrecks—Motives for Publishing Narrative on Part of the Committee and Author.

THE experienced mariner, consulting the chart of the southern coast of Australia, will perceive that the eastern section, which forms the ocean boundary of the colonies of Victoria and South Australia, presents a formidable and dangerous line of navigation, from the numerous islands, rocks, and reefs which skirt the coast. From Cape Catastrophe—the ominous name given to the western cape of Spencer Gulf—in South Australia, to Cape Howe, the eastern angle of Victoria, which comprises the whole of the settled territory of the two colonies within its limits, a ship cannot make the distance in less than a thousand miles; and if the sinuosities of the gulfs and bays be taken into consideration, there is fully twelve hundred miles of the mainland exposed to the tremendous surge heaved by the mingled tides, waves and currents of the South Pacific and South Indian oceans, which rolls unceasingly, and, at times with ruthless fury, against the inhospitable shore.

Along this line of coast there are eight sea-ports, among which is reckoned that of Port Phillip, the most important in the Australian group of colonies,—if not in the Southern Hemisphere; and hence it has become the great highway for ships from all parts of the world, bound for that central harbor in the gold regions of Victoria. Besides the great amount of foreign shipping destined for these southern ports, almost all the European, Indian, and American vessels, bound for New South Wales and New Zealand, having to sail through Bass Strait, pass in their course these perilous land-marks; whilst not the least important branch of the maritime traffic, which swells the tonnage inwards and outwards, is comprehended in the very large number of inter-colonial steamers and sailing vessels and small coasting craft, passing at all times and seasons from port to port, so that probably four-fifths of the aggregate amount of shipping employed in the Australian trade have to encounter its intricate navigation during some part of the year.

If these vessels had to sail amongst the dangers enumerated in such weather as prevails nine months out of the twelve on the English coast, where mist, fog, snow, and rain more or less obscure the horizon, shipwrecks would no doubt be as frequent in proportion—if not more so—than they are on any part of the British Isles. Fortunately the danger is lessened by the remarkable clearness of the Australian climate; and when shipwrecks do occur, it is generally at those exceptional times when the weather assimilates with that of the mother-country. Nevertheless, the maritime annals of these colonies record more of these disasters than there should be, where unskilfulness or neglect has sometimes been the cause, or partly assisted in the wreck of a vessel, which, in several instances, have been attended with a dreadful sacrifice of human life, and bodily suffering.

Amongst those of an appalling nature, which have happened within the last seven years, may be mentioned the total loss of the "Cataraqui," emigrant ship, on King Island, Bass Strait, when 400 souls met a watery grave;

the "Dunbar," English liner, near Port Jackson Heads, the particulars of which are still fresh in our recollection; and the "Nene Valley," on Cape Northumberland, not far from the spot where the "Admella" was wrecked. Each of these catastrophes furnished its melancholy tale; but the last-named—which it is the object of this narrative to relate—is fraught with the most agonising details. In the former cases, the sea suddenly engulfed the ships with their living freight, or quickly sent the few survivors on shore. There was no lingering death before the hapless passengers and crews—no helpless beings clinging to the shattered wrecks, suffering, for days and nights, all the horrors of thirst and starvation. In the present instance, however, these "dangers of the sea" have recurred with appalling severity, accompanied by the still more dreadful effects of mental suffering, where death has come in madness and despair.

To furnish a narrative of the harrowing details attendant upon such a calamitous wreck, merely to satisfy curiosity, is, however, not the chief object of publishing this volume. The writer of it, and the members of the "Admella Reward and Relief Fund," who have sanctioned its publication, have a higher motive in view than to gratify the morbid appetite for tales of woe and suffering. There are circumstances attending the rescue of the survivors that exalt the subject to a higher position in the chronicles of humanity,—the recital of which, without the aid of pen or pencil, compose a drama of thrilling interest. The means employed, and the services rendered by the colonists to succour their fellow-creatures in such dire distress, present a panoramic sketch of life in one of its noblest phases, that must warm the coldest heart, and interest the most indifferent stranger.

With these brief introductory remarks, we shall now proceed to give as truthful, impartial, and concise an account of the shipwreck of the "Admella," and its attendant circumstances, as possibly can be derived from the multifarious statements and reports of the survivors and rescuers; premising, that the story is narrated from a

Melbourne point of view, consequently much of interest to the inhabitants of Adelaide and Portland may be omitted unintentionally, from the events not having come within the knowledge of the writer.



Map
 of the
SOUTHERN COAST OF AUSTRALIA
 SHEWING THE LOCALITY
 Where the Steamer
ADMELLA
 WAS WRECKED
 On the 6th August
 1859.

Accompanying Narrative
 By **SAMUEL MOSSMAN.**

Lithographed by J. H. Moulins & Co.
 Melbourne

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South
 Latitude

BOUNDARY LINE

AUSTRALIA

VICTORIA

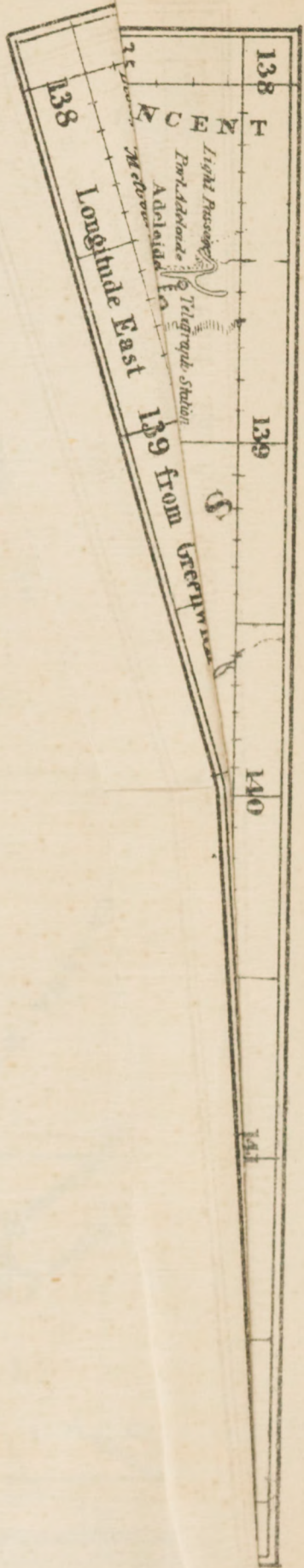
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G. OF ST. VINCENT

ENCOUNTER BAY

DISCOVERY BAY

PORT-LAND BAY



CHAPTER II.

THE WRECK.

Narrative - Reference to Map of Coast where the Wreck happened—Class of Vessels to which the “Admella” belonged—Her Character and Equipment—Starts from Port Adelaide Friday, August 5, 1859, 5.30 a.m.—Steams down Gulf St. Vincent, and through Backstair Passage—Cape Willoughby Light-house—Heavy Swell from S. W.—Racehorse Jupiter falls—Ship brought round to steady her—Course resumed—Night comes on—No apprehension of danger—Midnight, the Weather changes—Head Wind, gloomy, with Lightning—All Passengers retire to Bed—The Mate’s Watch on Deck—All on the look-out for McDonnell Light—Suddenly the Vessel strikes on the Reef with a grinding force—Saturday, August 6, five a.m.—Ship labours on the Rocks—Fearful cries of Passengers—Bewildering anarchy prevails—Boats stove and adrift—The Hull breaks up into Three Pieces—After part fixed, mid Portion sinks, fore Part swerves round—No Lights left—One Rocket fired—Day breaks—Awful position of Wreck—“Havilah” steamer passes by—Hopes destroyed—Soren Holm, seaman, swims to Life-boat—Rope severs and he is lost—Day advances—Sea rough and Breakers high—Some Food and Clothing is had out of Cabin—Night sets in drearily—Lights of ocean steamer “Bombay”—She passes close to Wreck without seeing it—Weather cold but calmer.

OF that part of the Coast to which the subject of our narrative refers, the accompanying map gives an approximate delineation from Portland in Victoria, to Adelaide in South Australia. It will be seen even on such a small scale that the intricacies of Gulf St. Vincent and Backstair Passage, the great bight from Encounter Bay to Lacedpede Bay, and the rocks and reefs dotting the Coast from Cape Bernouilli to Cape Nelson, a considerable series of dangerous points have to be weathered by vessels trading between these two ports, especially if it be a lee shore, when the prevailing wind from the South-west sets in with a heavy sea.

Of the class of vessels to which the "Admella" belonged, it may be said that although not the largest in number and tonnage employed in the intercolonial trade, still it is the most important in passenger traffic. Not only do they equal the most improved boats on the British Coast in build and speed, but they excel them in their internal arrangements, for comfort and luxury. To those in the mother country who have seen the screw-steamers that ply between England and the Continent, or up the Mediterranean, with their luxurious accommodations, they will realize some idea of their appearance, and the class of passenger traffic. As the wreck of a British passenger steam vessel is almost certain to involve the loss of influential individuals well-known in the circles of the trading ports, thereby augmenting the melancholy interest of such a catastrophe, so the wreck of an intercolonial steamer with loss of passengers and crew, creates more sensation among the several communities of the Australian colonies, than that of the largest foreigner.

The "Admella" was a favourable example of this class of steamboats. She was built at Glasgow in 1857, expressly for the Australian intercolonial traffic, measuring 360 tons register, and fitted with engines of 100 horsepower. In June, 1858, she commenced plying between Adelaide and Melbourne, so that up to the period of her loss she had been fourteen months in the trade. Her accommodations for passengers and cargo were in every way complete. She was considered a fast boat, being well manned, and equipped, with an experienced Captain and able crew.

On Friday, the 9th August, 1859, she started on her usual voyage from Port Adelaide, at 5.30 a.m., with eighty-two passengers on board; a crew, including the Captain, consisting of thirty-one individuals; seven horses, and a general cargo, amongst which was ninety-three tons of copper in cakes and ingots. There are a few facts requiring special notice regarding the freight: four of the horses were racers, bound for Melbourne, where they were to be entered for a great intercolonial champion race on

the 1st of October, at which competitors for the stakes were expected to arrive from South Australia, Tasmania, New South Wales, and New Zealand. It will be seen in the sequel that one of the horses had indirectly something to do with the cause of the shipwreck, and that the copper became an agent in preserving the last fragment of the vessel, and thus contributed towards the safety of the survivors. It is also a matter of melancholy interest to note, that of the eighty-two passengers *thirty-four* were women and children, nineteen of the former and fifteen of the latter.

Nothing of consequence transpired on board the vessel as she steamed slowly down the narrow inlet which forms the anchorage at Port Adelaide and rounded Schnapper Point into Gulf St. Vincent, excepting that a fireman and some passengers were taken on board at the Semaphore, making her total complement of passengers and crew, as near as can be ascertained, to have been *one hundred and thirteen*. The weather was fine, with very little wind stirring, and she sailed down the Gulf smoothly at full speed; whilst all on board were in high glee at the prospects of making a quick and pleasant voyage. The time was passed agreeably among the passengers, speculating on the forth coming races at Melbourne, and of course the race-horses were the observed of all observers. This was particularly the topic of conversation in the cabin, where the owners of three out of the four race-horses were passengers. These gentlemen were Messrs. George and Hurtle Fisher, sons of the President of the South Australian Legislative Council; while Mr. Magarey, a stockholder and flour merchant, possessed of large means, and owner of the three other horses, was also on board.

After some five hours of this smooth water navigation, the steamer had passed through that narrow channel between Kangaroo Island and Cape Jervis on the main land, called Backstair Passage, when she became exposed to the south-westerly swell that rolls in continually on that shore. The calm waters of the Gulf, under the shelter of the island, were now left behind, and the vessel began

to heave and pitch into the trough of the sea, which disturbed the tranquillity of everything on board. Between twelve and one o'clock the vessel was abreast of Cape Willoughby light-house, and from about this point on the map the Captain shaped his course for Cape Northumberland S.E. by S., distance 170 miles. This brought her, fore and aft, parallel, or to use an expressive nautical term, "broadside on" to the swell, and caused her to roll very considerably. As the ship cleared the island, and proceeded to sea, the swell increased and became not only uncomfortable to the passengers, but particularly awkward to the high-mettled racers, cooped up in their boxes on deck.

About four o'clock, while the cabin passengers were at dinner, it was reported that in consequence of the motion of the ship, the race-horse Jupiter was thrown on his back in his box. The Captain and Mr. Rochfort, a wealthy squatter, immediately went on deck to secure him properly. For this purpose it was necessary to steady the ship by bringing her head round to the swell, which was done accordingly. The position of the "Admella" at this time, as affirmed by Captain McEwan, was thirty-six miles from Cape Willoughby, that headland bearing N.W. by N., and the vessel's head S.W. In this position she was kept under steam for an hour, making, according to the Captain's reckoning, an offing of nearly five miles, while Mr. Rochfort estimates it at two. Be this as it may, there was then no land visible on the port bow to ascertain the fact, whether she made head-way or lee-way, and as her course was across the great bight of the Coorong, with a low sandy shore not visible five miles off, before it could be corrected it would then be dark, so that no reliable land-mark could be made until the McDonnell light-house was sighted. This circumstance, however, caused no uneasiness, and the ship's usual course was resumed.

The afternoon passed away without any noticeable event on board the vessel, and the weather continued fine throughout. The sun set behind the western wave, bright

and glowing ; and evening came on without the smallest apprehension of danger. Some anxiety was, perhaps, felt by the owners of the race-horses, who were afraid that the rolling and pitching of the vessel might damage the limbs of their favorites. The stars shone out brightly from the dark-blue vault of the southern heavens, as night set in, and the numerous lights on board gave a cheerful aspect to the vessel. Supper-time passed over, and the hum of life on board that ill-fated ship gradually died away. Amongst the passengers, the women and children first sought repose—alas ! the last they were to find on earth. Then the groups of men on deck, enjoying the “fragrant weed,” broke up as they went below to their respective sleeping berths. In the cabin, the ladies retired early, leaving the gentlemen to enjoy a quiet game of whist. Then these turned in to their snug berths to dream probably of happy homes on shore, some of whom were never to visit them again. The Captain and his mates attended to the duties of the ship, setting the watches for the night, seeing that the look-out men were properly stationed, that the signal-lamps were lit, and the helmsman sober and steady ; so that, as far as human foresight could calculate, all was right.

Midnight came, and with it the sheen of lightning gleamed across the southern sky. The electric state of the atmosphere was disturbed, which attracted the attention of the Captain and his officers. It was now that the vessel's course was altered to S.E. and continued so during the first morning watch, under the charge of the Captain and second mate. At four a.m., it being the first mate's watch on deck, the ship's head was again altered to S.E. by E., according to the usual practice, after sailing the distance computed. Without fear they trusted to the compasses, and steered the ship at full speed with the utmost confidence, expecting to see the light-house on Cape Northumberland before daylight. By this time also a smart breeze had sprung up, and the mate avers that “it was very dark, with lightning.”

Presuming that the vessel was thirteen miles off the

land, this easterly course was continued ! Fatal mistake ! She was then steering directly towards a group of the most dangerous reefs on the coast. A point more to the southward would have saved her. But no ! the doomed ship held on her mad career, even in the midst of haze and gloom which now obscured the horizon. Was it the under-current or the swell that drove her in shore, or was it the subtle influence of aerial electricity that disarranged the compasses, misguiding the steersman ? These and such influences, over which at times the mariner has no control, may have urged the bark to her doom. If so, the bereaved relatives and friends of the hapless beings lost on that fatal night must bow their submissive heads, trusting that no neglect or unskilfulness on the part of the Captain, officers, and crew precipitated the catastrophe.

Suddenly !—while the anxious Captain was waiting to hear the report from the look-out man on the bridge of a “light on the port bow,” and the mate was peering through the gloom for a glimpse of the welcome beacon on the headland—while the engineers were pressing on the vessel at the highest speed, and the man at the wheel steering confidently S.E. by E.—suddenly, without a soul on board hearing the warning sound of the breakers ahead, or the awful reverberations of the “rollers” on the lee shore—the ship struck. Not a dead blow forward against the treacherous rocks, but with a grating crash along her iron hull, causing the ship to quiver from stem to stern, and on a sunken reef that sloped towards the sea, having its broken crest just level with the surface of the water. On to this point she was impelled with such force, that she lay on the summit of the ridge, heeling over to port with her starboard side high out of the water. All around—as far as could be discernible in the murky night—the surge broke heavily upon the reef, and the vessel was exposed “broadside on” to the irresistible force of the waves, which every now and then made a clean breach over her.

After the first shock, the dreadful position of the vessel was not apparent to the most experienced man at that time on deck. A second and a third came, however, as

the hull thumped upon the rock, shaking the framework from stem to stern, and in less than three minutes it was evident she was breaking up. On and on came the breakers, with increasing strength, causing the vessel to reel from side to side upon the sharp rocks, which soon penetrated through the iron plates. The Captain, mates, engineers, and crew, with despairing energy, tried to relieve the vessel, but their efforts were futile. Meanwhile the frightened passengers rushing on deck, thinly clad out of their warm berths, gazed with stupefaction on the scene, scarcely knowing but what it was the phantasm of a dream. At last, when the dread reality struck the youngest and dullest imagination amongst them, their mingled cries of terror and despair rose above the roar of the breakers with appalling sound—the strong man and the infant, the women and the children, alike uttered shrieks of woe; while above all the shrill scream of the steam valve, which was opened to prevent the bursting of the boilers, joined in the wailing cry of death.

To state that all was confusion and consternation would be but feeble expressions to convey any idea of the bewildering anarchy which prevailed. Orders were ignored, for it was utterly impossible to execute them. Each one rushed to the nearest part of the vessel for safety, or the boats for succour. There was no commanding voice to organize the people scattered about. These were busied in unreeving the tackles of the boats that were hung to the davits, or fastened on deck. The quarter-boat was lowered by the unskilled passengers, and in consequence got adrift, although it was fitted with that admirable invention for lowering boats invented by Clifford. The starboard boat was stove in by the force of the sea dashing it against the mast, while the funnel came down with a crash, and crushed the remaining boat to atoms. Thus were the first means of being saved suddenly frustrated, and the destruction of the boats added mental agony to the physical horrors of the wreck.

Simultaneous with these accidents, and all within the short space of ten or twelve minutes, the long hull of the

vessel heeled more and more over to port ; and at every surge the straining iron beams and joints gave way. Over that portion of the reef, where the midship and fore parts of the hull lay, there was a greater depth of water than where the after part rested on the rock. Consequently the leverage at every strain bent the yielding frame-work, until at last it snapped asunder at the bulkheads of the compartments into which the hull was divided, and the vessel literally broke into three pieces in less than a quarter of an hour from the time she first struck, bringing down the funnel, and the greater part of the rigging, chains, and blocks upon the heads of the wretched people ; and these, with the heavy rolling of the ship, swept several from the deck half-killed, stunned, and bleeding into the boiling surge, never to be seen or heard of more. Of these, the first victims were Mr. George Fisher and Dr. Vaux, of Adelaide, and Mr. Holbrook, who was on his way to England ; while at the same time the horses were all pitched overboard by the violence of the concussion.

The vessel being now severed into three parts, the miserable satisfaction of equality in misery being the common lot of all, which buoys up people in such a straight, was not even theirs. One portion clung to the after part of the wreck, and another to the fore part, while the section between, which contained the machinery, sunk below the level of the waters, excepting the boilers, which stood up like a portion of the rock. There was, however, a gulf between them. On the bows and rigging were all the women and children, excepting three ladies in the cabin, who, with upwards of forty men, held on with desperate energy to the bulwarks. Fortunately for those on the after compartment, the lower hold contained sixty-three tons of copper in ingots and cakes, which served as a firm foundation for it against the force of the sea, otherwise there is not a doubt but that the surge would have driven it over the reef into the deep water, and scattered its helpless tenants into the merciless breakers. To a certain extent this happened to the fore part, although twenty-

seven tons of copper, besides some general cargo, was stowed in the hold of that compartment; for as the sea beat upon the bows it swerved round to another part of the reef, exposing its occupants to a still greater sweep of the gigantic rollers, which now broke with devastating power at intervals upon the wreck.

In this fearful position they lay longing for the approach of day. Minutes seemed hours to their distempered imaginations. It was about five o'clock when she first struck the reef, and for more than an hour they stared wildly into the dark profound, with only the dull phosphorescent light which tipped the curling breakers, serving merely to render the "darkness visible." Not a gleam of all the many lamps which shown so cheerfully on board but a short hour before was seen amidst the gloom, and the great roaring furnaces, which glowed in the engine-room, had sunk, hissing, into the steaming waters, and were soon extinguished. Some matches and rockets were found in the Captain's cabin, but the latter were all so wet, that only one ignited, and that, feebly ascending, was soon lost in the foam. The fact then became patent to their minds that not a lamp, firearm, or firework was to be had as a signal of distress to any vessel that might chance to pass in the night.

Daylight came at last about half-past six with its usual rapidity in these latitudes. With anxious eyes these shipwrecked people gazed around to view their position. The morning was dull, and the breakers sent up such a hazy spray, that with difficulty they could at first discern the main land about a mile and a-half distant. But it was evident that they were near an unfrequented part of the coast, where not a human habitation is seen for miles inland. They beheld the wreck also perched upon a reef of rocks, surrounded on every side by the foaming surge, which of itself would hide them from the view of any friendly ship. There was no prospect of succour landward or seaward beyond the watery barrier, unless some venturesome mariner could reach the shore.

In this state of suspense their hopes were suddenly

raised about eight o'clock by the welcome sight of a steamer looming in the distance, not very far off. She was soon made out to be the "Havilah," the sister trading vessel of the ill-fated "Admella." To improvise signals of distress by exposing their night garments on the rigging, and to shout with wild energy, was the simultaneous impulse of every soul on the wreck. Could they but attract attention all alive might yet be saved, and these numbered upwards of a hundred. Their straining eyes watched the progress of the vessel eagerly for signs of recognition. Hopes of succour rose up in the faintest heart. They found in the lockers the signal-flags, and hoisted the union-jack on the mizenmast. On the fore part of the wreck the ship's bell was still there, and they rang it with desperate energy. But all was of no avail. In the haze and spray that surrounded the wreck it was not discernible; while the "Havilah" was so plainly seen that, with the aid of a telescope, they saw the people moving about on deck. No signal was made in reply. She came and passed like a phantom ship in the grey mist, steering away to the haven they had just left. As her hull and funnel were lost in the distance they turned, saddened and distressed, to look around on the gloomy scene. On came the angry breakers, driving against the shattered hull and poop now lying on its beam-ends, with the far more dreaded "rollers" advancing at intervals of three or four minutes, threatening to engulf them at every swell.

The other fragment was even more exposed to the force of the sea; and as the foremast still remained standing, with a crowd of men, women and children clinging to the rigging, it swerved from the shock of each gigantic wave, with a jerking motion, that required all the power of the strongest to hold on. This continued motion, with the top weight of people, was too much for the foremast to stand, and at length it gave way with a fearful crash, the noise being rendered more appalling by the screams and frantic cries of its occupants, who were soon struggling for life amidst the breakers. Many were drowned, but

some of them succeeded in gaining the wreck. The man in charge of Magarey's horses was seen floating on part of a horse-box, and trying to paddle with his hands. Shortly afterwards a man named Purdon swam off to a piece of timber, hoping to get ashore on it. These men were watched with great anxiety, and it was observed that after they got about half a mile from the wreck, a current took them out to sea.*

As the day advanced, and objects became more easily discernible, the ship's life-boat was observed floating, keel up, amongst some spars and rigging in the surf, at no great distance. To secure the boat which had got adrift presented a fair chance of escape from the wreck. A consultation took place among those on the poop as to how this should be effected, when a brave young seaman, whose name should be registered on the tablets of all shipwrecked mariner's societies, named Soren Holm, a Dane, volunteered to swim to the boat with a rope. Quickly one was found, and he boldly plunged into the surf with it fastened round his waist. With anxious eyes they watched him breasting the mountain waves, when they saw that the rope was not long enough. Hurriedly another piece was bent on, but with a slovenly knot, from the tremor which seizes the most expert in moments of danger. The dauntless swimmer was seen to reach the boat in safety. But, ah! hapless mischance, as the signal was given to haul on the line, the insecure knot gave way, and the line separated. With super-human strength the sailor endeavoured to work the boat through the breakers to the wreck by dint of swimming, and paddling with a piece of wood which he picked up at a short distance from the boat. In vain his efforts. The merciless waves drove the boat and him further away, first towards the shore, and then with the ebb-tide and current out to sea. Nearly the whole of the day he was discernible from the wreck drifting about, and was at last washed off the boat to regain it no more.

* Mr. Rochfort's personal narrative.

Thus perished a noble fellow, through the unseaman-like fastening of a life-line, which any tyro on shipboard would be ashamed of not knowing how to make securely.

At this untoward event, disappointment again cast its desolating sense over the stoutest heart; and their hopes were tantalized by the appearance of a sailing vessel in the offing during the day. About noon the weather cleared up, and the sun shone out, cheering them with his rays. Still the sea was high and the breakers unabated. To the southward the ocean heaved tumultuously, and they beheld no chance of succour from there, even if a hundred ships passed along the horizon. They turned their longing gaze again to the shore, which was still obscurely visible beyond the spray and foam. Although it presented a desolate sandy appearance, nevertheless, in their eyes, it was a paradise; for it was there they looked for succour. If but one of their number could reach it alive, all might yet be saved. Who would volunteer to carry the sad tidings to the nearest habitation or the light-house, some fifteen miles off, was now the question? There were some wealthy passengers amongst the survivors, and they would give golden rewards to the venturesome man who would succeed. Several thought of it, independent of these promises; but on looking again at the seething surf, their courage failed, until at last the second mate, Johnston, proffered his services. Fastening a cumbrous life-buoy under his arms he dashed into the breakers, and made for the land. Where the water was least broken he succeeded in making some progress without risking his life; but when he was borne along by the crested rollers, his feeble efforts were unavailing to resist their fury, and they fell upon his devoted head in cataracts, hurling him from the view of his expectant fellow-sufferers upon that beach he never reached alive.

Hitherto the excitement and the sense of an ever-present danger prevented the gnawings of hunger and the cravings of thirst from preying upon their vitals. But now these feelings became deadened by the succession of disappointments they had experienced, and the cravings of

nature summoned them to look for fresh water and provisions. So far as the former *pabulum* of life is concerned, not a drop was to be found in either part of the wreck. Of provisions none were in the fore wreck, and in the after part a scanty supply was at first found submerged in the steward's pantry, consisting of a piece of ham, which they were afraid to eat, as it would induce greater thirst, so it was scarcely touched, but a small bag of almonds was gratefully discovered, and sparingly doled out. Without any further incident the afternoon passed away, excepting that the Captain found a store of clothing and blankets in his cabin, which he distributed amongst the most needy.

In this state of mental and bodily prostration these wretched people, cramped up on the bulwark, rail, and moulding, with but small resting places for their feet, sat, with the sea dashing over them, huddled together as close as possible for warmth and safety, to pass the dreary hours of the coming night. Some in their bewildered senses snatched an occasional wink of sleep, and ever and anon woke up from some dream of land to listen to the terrible reality of the sea around them. Others conversed in low and husky whispers, fearful to believe the worst, for while a plank or plate of the shivering wreck held together, hope glowed within them.

A few long and weary hours passed away in this manner, when suddenly a welcome vision of mingled red, green, and white lights gleamed upon the western waves, startling that wretched group of human beings from the contemplation of their miserable lot, and appearing to them a more glorious constellation than the famed Southern Cross, which sparkled in the heavens above them. The lights rapidly neared them, sending their variegated sheen across the turbulent sea, and exhibiting to view the great hull and funnel of an ocean steamer. So close did she approach the wreck, that between the lulls of the wind and sea, the steady beat of the engines was plainly heard; and those with the keenest sense of hearing could distinguish the rush of waters from her bows. So close,

indeed, did she appear to them, that she seemed to be steering right on to the rocks whereon they clung, causing the Captain and others to exclaim involuntarily, "Oh, my God! here's another vessel on the reef!" This close proximity once more encouraged their hopes of succour, and they shouted with maddened energy to the inmates of that joyous ship. At this moment a rocket or blue light would have been invaluable, and might in all probability have attracted the notice of those on deck. But not a firework was left that would ignite, and every lamp was extinguished in the surf. In vain their frantic cries—in vain their efforts to display the white linen signals, torn in despair from their backs. It is possible that even these, had they been dimly seen and heard by the night-watch patrolling the deck, would have been attributed to the screams of the sea-birds, and the flapping of their wings.

This large screw steam-ship was the "Bombay," Peninsular and Oriental Company's boat, with the European and Indian mails on board, one of the largest class of ocean steamers afloat, carrying a most complete equipment of boats and gear for any perilous service. Oh! that some power could have whispered to her gallant commander, that he might have stayed within sight until dawn of day, and then come to their rescue. Such, however, was not to be. Onward she sailed majestically until her outline in profile was seen abreast of the wreck. Then the red and green lights, perched upon their masts and yards, altered their position with the white lights, like the fantastic changes of a kaleidoscope, until they were intercepted by the spars—then showing only their blackened sides as the vessel speeded onwards to the east, save the glowing lights from the stern cabin windows, which rapidly faded away also, and all was gloom again.

Cold—bitter cold—and drenched with the briny waters, these abandoned people sat shivering on the wreck, while a shudder of despair shot through their hearts at this second blow to their hopes of assistance from seaward. Many an agonising thought passed across their minds.

racked with that awful consciousness which renders the delusions of insanity a blessing. And thus they passed the watches of the night in doubt and dread, with feeble hopes of the morrow. As the short hours winged their flight towards the opening of another day, the breeze lessened, and with it the sea calmed down, excepting the swell of the rollers, which came at such regular intervals, that the minutes and hours could be measured by them.

CHAPTER III.

THE WRECK.

Second Day breaks clear and sunny — Sunrise on the Wreck— Groups pictured on the after Part and fore Part — Fifteen Men cross over to the after Wreck, leaving all the Women and Children on the fore Wreck—Captain Harris dives for Provisions and succeeds—Brandy thrown overboard and Edibles served out—No fresh Water—A Raft constructed on which Leach and Knapman volunteer to go on Shore— They are cast adrift on the turbulent Waters —Perilous Voyage through the Breakers—They reach the Shore in Three Hours—They are saved—Stricken down with fatigue they lie on the warm dry Sand—Signal to those on the Wreck—Night approaches - They journey towards the Light-house—After Fourteen Hours they reach it—Light-house Keeper rides to Telegraph Station—The sad Tidings communicated by the Electric Wires through the length and breadth of the land.

A SECOND DAY of this their miserable existence now dawned upon their sight. A day such as frequently happens in the bright sunny regions of Australia. It was Sunday, and the heavens seemed to spread a holy calm over the bosom of the deep, consonant with that day of rest. The winds were now hushed, and the air was comparatively still, with only a gentle breeze from the shore, which seemed to the keen senses of the shipwrecked people—whose hopes were few of ever treading it again—to waft some fragrance from the land, although, to the sight, it appeared a barren coast. Excepting the ever-heaving swell the sea was calm, with only the dull boom of the rollers, breaking the awful stillness that reigned around. In the East, ruby-tinted clouds floated in the intense blue sky, glowing with the beams of the rising sun.

Even the haggard faces of the hapless survivors on the wreck displayed a transient expression of joyousness, as each one turned to look once more upon the glorious orb of day. There in the broad glare of the sun, that group of human beings presented a picture of misfortune which, happily, rarely falls to man's lot. The scene presented various points of interest, notwithstanding the general aspect of its misery. On the one side lay the fore-part of the wreck, the mast gone, with the bows canted up towards the land in a northerly direction. On the other side, about fifty yards apart, the poop and stern portion lay almost parallel, and the engines and boilers lying between them towards the sea.

As near as can be ascertained about fifty-six survivors were on the after wreck. Among them were three ladies, who with feminine instinct shrunk from the gaze of their male companions. They were all single, and to them the circumstances attending their position was particularly trying. Not only were their fellow-sufferers attentive, as far as circumstances would permit, but each one vied with the other in sheltering them from the inclemency of the weather during the previous day and night. One lady, the weakest, was specially cared for by the Captain and purser, whilst a manly group of arms protected the other two—one of whom survived the catastrophe.

On the fore-part of the wreck, far sadder groups were seen. Here the bulk of the survivors were women and children, and if heartlessness was exhibited amongst the men towards the feebler sex, it was by those who were bound in duty to protect their wives and offspring. The survivors on this portion of the vessel were fewer, and their ranks had been thinned by the falling of the mast. Still mothers were there clasping their babes in their arms, and with the grip of death clinging to the bulwarks and rigging. One poor woman who was nursing her dead child, refused to part with it until she followed it to its watery grave. Others endeavored to pacify the despairing children that clung to them, but in vain. The male portion, among whom were several seamen and one old master

mariner, saw at once that the after-part of the wreck was the safest position. They hailed to their companions in distress to heave a rope across for the purpose of assisting them in their efforts to cross over. This was successfully managed by one of the sailors, who was the first afterwards to get ashore and spread the sad tidings through the country. By this means fifteen men hauled themselves safely through the surf, while two or three were drowned. Amongst the latter was a father more affectionate than the rest, who fastened his child upon his back, and in thus striving to save it, he sacrificed his own life. Those who were left behind were all the women and children, and a few men whose courage was not sufficient to attempt the perilous passage along the line through the surf.

The master mariner who had reached the after-part in this manner, and whose name was Harris, now became the most active man amongst the survivors, by making the most of the means which lay in their power to support existence or to devise plans of relief. He ascertained that there were provisions and drinkables in that part of the cabin which lay submerged. With indefatigable perseverance, he dived to the bottom, and groped about for the lockers containing them. After unceasing efforts, aided by the first and second engineers, he succeeded in fishing up some beef and mutton, about ten lb. in weight, twenty lb. of cheese, six bottles preserved fruits, five bottles of dessicated milk, two bottles of porter, one of whiskey, and several cases of brandy. In vain he sought for bread in the lockers, but not a biscuit could be found.

The morning was spent in serving out their scanty store of food. With praiseworthy self-denial every one curbed their appetites, excepting a sailor who drank a bottle of porter by himself. The others being afraid of the dread effects of intoxication from the quantity of brandy discovered, resolved that the fiery tempter should be cast into the sea beyond their reach. This was accordingly done, with the exception of a small ration served out in a wine-glass to each, and mixed with dessicated milk. There was a large quantity of eggs on board amongst the cargo,

packed in cases, which would have been an invaluable acquisition to their slender stock of food, but none of these could be secured. A distribution was made also of what was left of the almonds and cheese, and these gone, not an edible was left, and not a drop of water to drink, with the prospect of a hot sun over head during the day. Thirst was to be dreaded more than hunger, and, although the sea would be certain to rise should threatening clouds appear, yet many longed for a shower of rain to moisten their parched throats. In this they were not gratified, the weather continuing fine throughout the day, and such temporary relief was forgotten in the one overwhelming thought of a rescue from the land.

Again there was a consultation on this all-important subject, and again the richer portion of the passengers offered large rewards to the seamen who would make the attempt to reach the shore on a raft. Mr. Magarey said he would give five hundred pounds to the successful man, but this was overruled by Messrs. B. Rochfort, H. Fisher, G. Fisher, and another gentleman, who would subscribe one hundred each if they were saved. This was agreed to, and the sailors set to work to make a raft. As all the ship's tools were lost in the fore and middle compartments of the vessel, there was no implement to be found but a meat chopper to assist in the work. With great labor they managed to cut the mizen-boom in two, also a portion of the main-boom was chopped off with it. These they lashed securely together, and with a rope fastened to it, they launched the raft overboard. There were several volunteers at first, but most of them shrunk from the task, on considering the dangers before them, and their powers of endurance to overcome the elements. At last two brave mariners, John Leach and Robert Knapman, who had often faced the angry deep before, agreed to take charge of the raft together. They were instructed by the Captain and their fellow sufferers, that should they be so fortunate as to reach the shore to proceed with all speed to the lighthouse, which was calculated to be about fifteen or twenty miles distant, and give information to the head

keeper of their sad disaster ; who would doubtless hasten on to the Mount Gambier telegraphic station, and obtain assistance.

After these parting injunctions were given, each of the survivors on the after part of the wreck shook the brave fellows by the hand, many with tears in their eyes, and hope glowing in their hearts, wishing them God speed ! The men then leapt over the side of the wreck on to the raft, when by a signal, those on board let go the rope, and their rude raft was cast loose upon the turbulent waters. The prayers of those in the fore-part of the wreck, as well as the others, doubtless accompanied them, for they felt conscious that their last hopes of being saved depended upon the success of those hardy seamen. With straining eyes and anxious hearts they saw it sweep before the waves between the broken wreck, and fortunately as it rounded the fore-part it was driven in the direction of the beach. At every heave of the rollers it was exposed to view, and then it sunk into the trough of the sea, and was lost to sight. Its re-appearance on the next mountain wave was keenly watched to see if the two men were still clinging to the spars. And thus it was observed in its slow and baffling progress towards the shore.

It was about two o'clock when these shipwrecked mariners left the wreck, to peril their lives on that stormy coast. It was with much difficulty that they could sit or hold on to the raft, as the surf, every now and then, came with great force and washed them off. Then they had to cling with all their strength to the spars to prevent being driven away from the raft or dashed against it. Where it was comparatively quiet between the rollers, they clung with one hand to the raft, and paddling with the other, whilst striking out with their feet, endeavored to propel their lumbering float in the required direction. In this they were at times successful, but the labor was great, and they became apprehensive that their strength might be exhausted, so that their efforts to save themselves and to obtain succour for their companions in distress might be frustrated. Slowly, yet at times with resistless fury, were

they impelled through the angry element; and as they knew that sharks were about, they dreaded being drawn down by these hungry monsters of the deep. Their fears however, were in this respect groundless, and their hopes were buoyed up as the flag on the mizen-mast of the wreck lessened in the distance behind, and the sandy hummocks on shore loomed larger to the view.

For three hours did these hardy seamen battle with the breakers, and steer their raft towards the shore. It would have been an anxious and weary time to traverse so short a distance under calmer circumstances, but the fury of the waves, which every moment threatened to engulf them, sustained their alertness and infused into their spirits a wild vigor. At last they grounded, and here new dangers threatened.—The back draft of the rollers as they receded from the beach, came with such force that they were driven again towards the sea, until the return of the succeeding wave, which hurled them on the shore, to be again sucked into the foaming vortex, until their strength would be expended. Knowing this from experience, they both quickly abandoned the raft, and dived under the water, where they dug their hands into the sand, holding on to the position gained; then, as the next breaker overwhelmed them, they were impelled forward with irresistible fury through the surge, which ploughed up the sand and almost choked them. Repeating again and again this device, of holding on by the sand, they passed the furthest roller, and with one wild bound they gained the dry sandy beach.

They were saved! The feeling was one of unbounded joy, but from the excessive fatigue they had undergone, they lay there, for a time helpless, bewildered and stricken down. The warm dry sand, however, soon restored them, and they rose up and signalled to their friends on the wreck that they were safe. This was seen by them, and a prayer of thanksgiving ascended on high from that forlorn group. Looking toward the declining sun, they became soon alive to a knowledge of their position, and the important mission they had undertaken, so they hied

them over the sandy hummocks, and along the beach towards Cape Northumberland, to find a path to the light-house. Famished, bruised, and parched with thirst, their first search was for water, which after a weary time they found in a marsh inland among the hills. Reinvigorated by the grateful element, they pushed on their journey with good speed as long as daylight lasted. After sunset they were cheered on for a short time by the light of a young moon. Still it was a dismal and toilsome journey along the loose sand, and over the hummocks, rounding the points and curves of the land, making the distance so much greater. Sometimes they came to gullies where the ground was soft and wet, and at others they had to wade across small inlets. By dint of perseverance they overcame the chief obstacles, and their exertions were rewarded by the welcome glare of the McDonnell light, cheering them on to their goal.

Day broke as they wended their way over the hills towards the Cape, and found a path through the brushwood, until at last, about seven o'clock, they knocked at the door of the light-house, and communicated the particulars of the total wreck of the "Admella" on the Carpenter's Rocks, to the head keeper, whom they urged to proceed without delay to the Mount Gambier telegraphic station, and signal to all parts of the country for succour. This was promptly assented to. He quickly saddled his horse and rode to the station, which is about forty miles distant, over a broken country, where he did not arrive until three o'clock in the afternoon.

CHAPTER IV.

THE TIDINGS.

The Electric Telegraph conveys the sad Tidings to Melbourne and Adelaide—A Tribute to the Genius that invented it—First Telegram at Melbourne—Message from Adelaide—Anxiety and sorrow of the Colonists—Light-house Boat—Peter, the Fisherman, from Guichen Bay, reaches scene of Wreck—Message from Mount Gambier—Its exciting effect upon the Community, notwithstanding the political agitation of a General Election—Departure of s.s. "Lady Bird" for Wreck—Cross Telegraph Messages cause delay—Government decline giving a Guarantee for extra Insurance—Melbourne Merchants subscribe—Proceedings of Inhabitants at Portland—Voluntary efforts of Settlers on the Coast—Mr. Power's Account of their Attempts with the "Admella's" Boat cast on Shore—Failure—Night sets in—Watch-fires and Bivouac—Volunteer Seamen from Stations—Thursday, the sixth morn to those on Wreck—"Lady Bird" goes in search of Wreck—Cannot find it—Returns to Portland—Time lost, and hope sickens within the hearts of those desolate People.

WITH lightning speed the cry of distress from these shipwrecked colonists, thrilled along the electric wires from that lone mountain station to the east and west, where the capitals of the two colonies are situated, some five hundred miles apart; and from thence the sad news was communicated through the length and breadth of the land, calling by its startling telegrams upon the Governments and inhabitants for succour.

And here at the opening of the second act of this "over true" tale, let us pay a tribute to the genius which has given to man this wonderful power of annihilating space

and time. Like many other instances of the benefits which have resulted from the working of this mysterious agent, it may be said with truth, that but for the establishment of electric telegraphic communication between this out-station and the settled communities, the fortunate results which have transpired in rescuing a number of the survivors would never have happened. These few would have succumbed, like their fellow-sufferers in death, "unknelled, uncoffined, and unknown," on that rugged shore, whilst the occasion of exhibiting the generous efforts of man in rescuing his fellow man from destruction, here displayed, would never have been consummated in the womb of time.

The following is the first telegram despatched to Melbourne with the sad tidings:—

Mount Gambier, Monday, 3.30 p.m.

TOTAL WRECK OF THE "ADMELLA" STEAMER.

I have just received intelligence from the head-keeper of the light-house at Cape Northumberland of the total wreck of the "Admella" steamer at, or near, the site of the wreck of the "Nene Valley." Two of the crew (it is feared the only survivors) came to the light-house at seven a.m. this morning. She went ashore at five a.m. (on Saturday), and when they left eleven [?] souls, including the Captain, were clinging to the wreck.

The news conveyed by this despatch, travelled quickly through the city, especially as the chief portion of the mercantile citizens had not yet left their offices for their suburban residences. The utmost consternation was exhibited by the people thronging to the Telegraph Office and other public places of resort, to learn further intelligence of the catastrophe, and many who knew that they had friends and relatives on board, or who expected such by her, were in a state of great excitement. A general feeling of anxiety and sorrow was manifested by the colonists, who, on carrying the sad intelligence to their households, made it the all-absorbing topic of the evening. Many an eye moistened at a brief recital of the dramatic message forwarded from Mount Gambier, whilst others

looked out upon the night to see if the weather was fine or stormy. Happily, it was the former, although a brisk wind blew from the N.W., and all anxiously awaited for the morning papers to glean further news. These were but scanty, and nothing of importance was added to the previous day's message. Amongst them appeared a telegram from Adelaide shewing, that if anything, the inhabitants of that city were more excited than the people of Melbourne. The substance of it is as follows :—

Adelaide, Monday Night.

Great feeling has been excited by the news of the loss of the "Admella," with several well-known South Australian colonists on board. She had a valuable cargo, and carried two horses, Jupiter and Barber, for the Champion match. I sub-join her passenger list.

The "Admella" struck on a reef, and broke amidships; her after part remained high above water, and the fore part sank. The sea was high, but there being a boat at the light-house (about fifteen miles from the wreck), hopes are entertained of the cabin passengers being saved.

The boat herein-mentioned was a small kind of wherry, unfit for rowing in an ordinary seaway, let alone the gigantic breakers on a reef exposed to the swell of the Southern Oceans. Consequently, nothing in the shape of effective assistance was expected from that quarter, and some censure was justly cast upon the authorities in charge of the McDonnell light-house, that a better boat was not supplied to the keepers.

As a laudable contrast to the above, may be mentioned the dauntless courage and willing efforts of two fishermen at Port Robe, Guichen Bay, who on receipt of the first correct intelligence as to the situation of the wreck, set off in their whale-boat alone without a moment's delay to the rescue, although it was distant seventy miles, out on the open ocean. The names of these men are Peter Donnell and Demetrius Donnell, who were the first to sight the wreck from seaward, but on account of its frightful position amongst the breakers, and their very slender equip-

ment and crew for such a perilous service, they reluctantly had to abandon the attempt, which will be seen as the narrative progresses.

The next telegrams received in Melbourne were as follows :—

Mount Gambier, August 9.

A special messenger from Cape Northumberland brings further particulars. The "Admella" (says one of the two survivors) when she struck was out of her course, having been put before the wind while one of the race-horses on board was shifted, and having been again put on her course without allowance being made for leeway. The weather was foggy at the time. The boats were washed adrift, and the quarter-boat was lost through the carelessness of a passenger. It was last seen drifting out to sea, with a man astride the keel. If these boats could have been kept, there is every probability all hands would have been saved. The ship broke into three pieces, and ropes were used to get people from one part to another. The second mate attempted to reach the shore by means of a life-buoy, but was drowned in the surf. The two survivors reached shore by means of a little raft they constructed out of a boom, and they were offered 500*l.* by Mr. Magarey, one of the passengers, if they would carry him with them. The scene was heart-rending; bodies floating round the wreck, passengers clinging to the hull, and frantically offering money, jewels, everything they possessed, to be safely carried ashore. It was believed that if timely aid had been afforded the majority of the cabin passengers would have been rescued. The "Corio" left Adelaide last night with the Government life-boat.—E. H. DERRINGTON, Station Master.

Adelaide, Tuesday.

Business is entirely suspended, all classes being engrossed by the wreck of the "Admella." The portico of the Exchange was crowded all day with friends of the passengers, and great anxiety was shown to get the latest news by telegraph. The "Corio" was despatched to Cape Northumberland last night, to render assistance if possible.

Both Houses of Parliament adjourned to-day, two sons of the President of the Council being among the passengers of the "Admella."

The effect of this intelligence upon the community generally may be better imagined than described. Although it was the time of a general election, involving the most important political considerations, even this did not affect the intense interest felt in the fate of the survivors clinging to the wreck of the "Admella," nor check promptitude in devising means how to succour and rescue them from their impending fate:—excepting amongst those whose hearts are steeled against all sympathy for distress, or who sacrifice their duty to God and man—their honour, principle, and friendship, for selfish ambition and electioneering tactics—and of such, Australia has some notable examples.

Meanwhile the people of Melbourne were up and doing to subscribe the necessary funds and employ the most efficacious means to render assistance. The first thing to be done was to despatch a steamer with life-boats to the locality where the wreck lay. The one best fitted for the occasion was the "Lady Bird," then at Melbourne, and about to proceed on her voyage to Portland, by way of Port Fairy, both in the direct route to Cape Northumberland. At the latter port the captain was "instructed to act instantly on any orders that might be awaiting him, there, sent by telegraph." A message had been received on Monday, at 7.40 p.m., that the "Havilah" was preparing to go immediately from Adelaide; and on Tuesday morning, at eleven a.m., that the steamer "'Corio,' had left on Monday for the wreck, with life-boat and crew." The tenour of these messages from Adelaide was unfortunate, as they were not correct in every particular, inasmuch as the "Havilah" was then undergoing an overhaul of her machinery, so that some considerable delay must take place before she would be ready for sea. This was the first mischance which happened on shore in effecting a speedy rescue of the survivors, and may be noted as another instance of what is termed "fatality" in all the circumstances attendant upon this shipwreck. To the hopes buoyed up and destroyed, which it has been our melancholy duty to relate in the preceding chapters, we have to

add mischances, delays, blunders, if not negligence, on the part of those in authority, in assisting to carry out the wishes of the people.

Time was precious—the owners of the “Lady Bird,” the Messrs. Henty, of Portland and Melbourne, were waited on by a deputation of anxious citizens, when they at once “offered to telegraph the ‘Lady Bird’ to proceed to the wreck without discharging cargo, and without charge of any kind, beyond a guarantee for reimbursement of extra insurance.” This proposition was accepted by the deputation, and as they considered the matter one of national importance, they immediately waited upon the Chief Secretary, as the head of the Government, to give the owners of the steamer the required guarantee. That member of the Executive, as a responsible Minister of the Crown, shielded himself behind the ægis of the “Constitution,” and stated that if an account of the extra disbursements which had been thus incurred was sent into him in writing, he would use his best endeavours to obtain the sanction of the Executive and the Parliament in paying the same. Under all circumstances he must pursue the “Constitutional course.” The deputation felt rather chagrined at this method of dealing with a question involving the sacred rights of humanity, to which the laws of all nations and their Governments, whether civilized or barbarian, must bow. They then retired, and were so much disgusted with the reply, that they at once sought to raise the guarantee among the merchants of Melbourne, and the sum of £330 was speedily subscribed to meet the emergency. Before this, however, was attempted, the Messrs. Henty had despatched a message by telegraph to Captain Greig, of the “Lady Bird,” to proceed to the wreck without delay, and render every assistance in his power.

While these efforts were being made by the citizens of the chief cities in the two colonies, the inhabitants of the town of Portland, the nearest town in Victoria to the scene of the wreck, and of Robe Town, in South Australia, with commendable zeal, came to their succour, and

there was no lack of volunteers to rush to the rescue among the settlers in the immediate vicinity of the coast where the wreck lay. Amongst the foremost of these were J. C. Lyon, Esq., Stipendiary Magistrate; David Power, Esq., and John Livingstone, Esq., wealthy settlers, who brought their drays, horses, and other appliances into requisition, and assisted materially in organising the volunteers who flocked from the neighbouring stations to the beach. Their proceedings were thus made known in Melbourne:—

Mount Gambier, Wednesday, 6.10 p.m.

The following message is from J. C. Lyon, Esq., S.M. The messenger states that he saw a steamer just heaving in sight as he left the coast:—

“Sea Coast, Wednesday, 2 p.m.

“No sign of the ‘Corio’ yet. They are still alive. We have now a telescope. There are twenty at least alive. Rochfort is certainly one; in fact, we believe all the cabin passengers to be safe. Power, the two sailors, and self certainly recognised Rochfort. The boat from the light-house is so small, it is of no use. We have found the ‘Admella’s’ life-boat about four miles off. We have been ever since daylight dragging her down. It is fearful work—she is so heavy, and the sand so deep. We have her now a short half mile from shore. We intend to launch her. She is not much injured, and we are now repairing her. It is doubtful whether we shall be able to make the attempt to-night; but at daybreak to-morrow, at the very latest, we hope to be able to rescue the poor creatures. The weather is fine, and they may yet be saved. No more bodies washed ashore yet.”

Under these circumstances the attempt was made to rescue the survivors by the stranded life-boat, which, it will be remembered, had gone adrift, with the brave Soren Holm upon its upturned keel. We cannot do better than to insert here Mr. Power’s account of the shore party’s proceedings at this time, as forwarded to the “Fund” Committee:

“ At half-past four o'clock a.m. on Tuesday, Messrs. Lyon, Storey, Dr. Webb, and I left Mount Gambier, and reached the sea coast, near where the 'Nene Valley' was lost, about eight o'clock, but were unable to discover any traces of the whereabouts of the wreck. Our party then proceeded towards the light-house, and were joined by Mr. John Livingstone, a settler, near the coast. After going a few miles, we met a party consisting of Captain Germain, the head keeper of the light-house, Messrs. Wood and Wilson of the telegraph office, Police Trooper Dann, Mr. Scarvell, Superintendent of the Mount Schank Station, and several others, who informed us that they had just come from the light-house, and had ascertained from the two sailors who had come ashore on the raft that the wreck was near the Carpenter's Rocks, and that when they left the vessel, there were about sixty survivors. We accordingly, under the guidance of Mr. Livingstone, made the best of our way northwards, and about ten came in sight of the ill-fated vessel; and there indeed a melancholy spectacle awaited us. We could see the poor creatures waving to us; and one man crawled up the mizenmast, and hung out a flag. We immediately answered their signals. The sea was then so calm, that Captain Germain told us he thought the small boat, which was at the light-house, would be able to reach the wreck. (We had previously ascertained that there was no life-boat, nor even a whale-boat, at the light-house; had there been, horses and a waggon would have left the light-house that morning at daylight with her, and before night every soul could have been taken off the wreck, for the sea was perfectly calm.) However, we immediately started off messengers for horses to bring up the small punt, but we knew that she could not arrive before midnight. We then walked up the beach to see if we could find any bodies washed ashore. After going about three miles, we came upon the 'Admella's' life-boat high and dry on the beach, stove in two or three places; and a few yards from her we found the body of a man, with a life-buoy lashed to it, (afterwards identified as the body of the second mate). While we were absent, the others had caught three horses, which had swam ashore—two grey entires, the property of Mr. Magarey, and the race horse Barber. Old Shamrock was lying dead on the beach, with both hind legs broken. That night was a bitterly cold night, and at times it rained hard. When day came, the gap among the poor creatures on the wreck was plainly visible. In the middle of the night the boat from the light-house arrived; she was hauled down on the beach as soon as it was light; but the sea had risen so much that it would have been madness to have attempted to launch so small a boat. We then resolved to try and get the 'Admella's' life-boat down opposite the wreck, as the only place a boat could possibly be launched was under the lee of the reef on which the ship had struck. At first the work was indeed disheartening. It took us nearly half an hour to move her her own length; however, by perseverance, we succeeded in getting her along, and every hour we received fresh recruits. By five that after-

noon we had got her opposite the wreck, and Captain Germain then picked his crew, and the boat was launched; but all the efforts of the brave fellows were in vain. They could not get through the surf; the boat was swamped, and the attempt had to be given up for the night. It was, indeed, dreadful to be near the poor creatures, and yet utterly unable to help them."

Night set in, and those gallant men, both at sea and on land, had to relinquish their task until next day. It was, indeed, a melancholy night. In all probability the survivors on the wreck felt it less so than their friends on shore, for they had become inured to suffering, and the knowledge that succour was at hand sent a thrill of joy through their languid frames. Scarcely an eye closed amongst that gallant band assembled on the shore during the tedious hours of the night. They kept "watch and watch," to feed with fuel the blazing fires they had lit upon the barren hills, that they might cheer up their wretched brethren on that sea-beat shattered boat. Around these bivouac fires they sat in groups whiling away the time, by relating tales of shipwreck or suffering at sea; for many amongst that throng were "sons of the ocean," who had abandoned their perilous occupation for the more secure and pleasant labours of a shepherd's life on shore. Years, however, of this peaceful employment had not rendered them the less courageous when duty called them to action in the name of humanity, nor had they become less expert in the ingenious handiwork of seamen. By the light of their fires they set diligently to work to repair the life-boat drifted ashore from the wreck, in as efficient a manner as the means and appliances at hand could furnish. They picked up pieces of wood on the beach, with which they made thole-pins for the rowlocks, and they patched up the broken planks with fragments of timber.

Nor were the cravings of nature less thought of by the judicious arrangements of Mr. Livingstone and other hospitable settlers in the vicinity of that desolate coast, for an ample supply of provisions had been conveyed to the spot during the day. At last it was necessary that these noble-hearted volunteers should refresh themselves by sleep, that they might be the more able to renew their efforts at a

successful rescue on the following day. Accordingly each one snatched as much repose before the daylight came, as under the circumstances could be done. When at last the morn of Thursday dawned upon the scene, it was the sixth beheld by the survivors on that miserable wreck, and the third witnessed by the rescuers on the beach. Among the latter, after a hasty meal, the boatmen prepared for other attempts to reach the wreck, while the magistrate and some others went up the coast to hold an inquest on, and bury the body of the second mate, which had been washed ashore.

About this time, after the failure of the first attempt to rescue by the shore party, the "Corio" steamer from Adelaide hove in sight. Of the gallant but unsuccessful efforts of those on board to save the shipwrecked people, the following account from a local journal will suffice :—

"As early as possible after the receipt of the news on Monday, the 'Corio' was fitted out in a hurried manner for the trip, and the Harbourmaster, together with Messrs. Brown and Warren, proceeded on board, and shortly before midnight she received the pilot's life-boat and crew on board at the station, and sailed on Wednesday. She reached Cape Northumberland light-house, where a signal was made informing them the wreck was to windward, consequently, from not having received authentic information of its position, she had passed it, and it was not until 4.30 p.m. that she returned to the scene of the painful catastrophe. On reaching the reefs, one of the most heart-rending spectacles that could possibly be imagined presented itself, and with a fresh breeze from the north-west a most tremendous sea was making a fair breach over the wreck, which consisted merely of the after compartment from the taffrail to the break of the poop. This fragment was the only portion remaining of the ill-fated 'Admella,' except some part of the boiler which at times was visible in the surf. The wreck had fallen over on the starboard side, and as the heavy rollers tumbled in, they seemed with their foaming crests to threaten instant annihilation to the only hope on which depended the lives of so many human beings, who were seen moving about, while some climbed the mizen rigging and waved to the steamer with half frantic energy.

And although the sea running made it utterly impracticable to render the slightest assistance to them, yet the steamer was able to proceed so near that the cries and shouts of the unfortunate people were distinctly heard. As night approached, it was necessary to seek an offing, which was kept during a night of intense feeling which prevented the idea of slumber from entering into the minds of the persons on board the 'Corio.' Next morning she steamed close to the reef, or within a furlong, and although the weather had somewhat moderated, yet it was impossible to proceed to the rescue from seaward, and another obstacle presented itself in the evident unwillingness of the crew of the life-boat to attempt the passage between the rocks. Lewis Thomas (coxswain), and Peter Smith, however, volunteered to make the attempt, and Mr. Wells, Mr. Benjamin Coleman, and the Harbourmaster having supported them, the crew, actuated no doubt by the noble spirit of those disinterested men, at once returned to their perilous duty, and manned their boat. After two attempts she took the narrow passage stern foremost, and with a boiling sea around then proceeded through into comparatively smooth water between the reef and the sea beach surf. In this dangerous manœuvre the boat was piloted by signals from the steamer, but after getting at the shore side of the reef no further progress was made; and the crew were forced unwillingly to abandon the attempt, and beach the boat. It was very unfortunate that the 'Havilah' was not in trim to go to the wreck, having had her machinery taken out to go on the slip for repair; so that the 'Corio,' a smaller, less powerful, and less speedy steamer was necessarily substituted."

Meanwhile the "Lady Bird" screw steamer was on her way to join in the rescue, with many willing hands on board. Unfortunately in this respect the first attempt to render assistance, like so many others which had occurred, was fruitless. In the following extract from the Captain's report, the particulars will be found:—

"Immediately after receiving a telegram at Belfast, we proceeded direct to the supposed scene of the wreck—and I may here thank my Portland passengers for the unanimous response to my request for carrying them past their destination. At nine p.m. sighted Cape Northumberland light-house, and at ten it then bore due north; from ten p.m. until four a.m. continued going half speed and slow; at that time the light bore E. by S. by our

compass, estimated distance fifteen miles; from four till half-past five a.m. we stopped the engines, and the ship lay-to under the mizen, a strong wind from the westward, and a very heavy, increasing sea; at half-past five we got under weigh, at half-speed, steering N. by W. to approach the shore by daylight, with a very sharp look-out from aloft; and at half-past six on Thursday morning, we were then only a safe distance from shore; from half-past six until a quarter past eight, we steamed along the land at half-speed, all hands looking out from aloft and every prominent position; and as I then considered we were twenty-five miles to the westward of Cape Northumberland, I reluctantly returned without having sighted the wreck. For your guidance, I may here tell you that our information led us to believe that she was fifteen, sixteen—and one report twenty—miles beyond the Cape, and our accounts by the Warrnambool telegrams gave such a meagre account of all that was left of her that it was the universal opinion on board that the last scene of the 'Admella' had closed. In case, however, that we had approached the coast to the westward of where she might have been, we returned at half-speed, skirting the breakers, and with a distinct view of objects on shore until we were within eight miles of Cape Northumberland. It was while returning, that one of these treacherous rollers struck the 'Lady Bird,' throwing the passengers over the saloon table, shifting everything moveable, and the ship for some seconds lay on her beam-ends, the sea very heavy all day, and broke in about eight fathoms. We reached Portland about 5.30 p.m., where the greatest excitement prevailed, on account of its being known there were still survivors—then a telegram that 'all were saved by the "Corio" that could be saved' (recommended with caution), and immediately after another telegram stating the same vessel was obliged to leave, being unable to render any assistance. Not a moment was deliberated upon, for I immediately said we should proceed again at once. Life-boat, whale-boat, a supply of wood, provisions, &c., were immediately ordered. After these orders were given the gallant Captain Fawthrop went to the Telegraph-office and obtained leave from his superior officer, Captain Ferguson, to use the life-boat."

Again did another mischance frustrate the consummation of the wished-for rescue. Again was time lost, and again did hope sicken in the hearts of these wretched people. Such a continued succession of hopes, fears, and hair-breadth chances of rescue, probably never happened to a shipwrecked group before. Each incident racked the mind with its varied intensity of anxiety, yet they were all as vivid, and regular in progression as the scenes of a panoramic phantasmagoria. The coming and going of the "Havilah,"—the incident of the brave Soren Holm struggling to help them amidst the gurgling waters,—the passing of the "Bombay,"—the rapid disappearance of

the second mate in his mission to the shore, where he landed in death,—the efforts in vain of the boats' crews to lend them a helping hand,—the futile search of the "Lady Bird,"—all form a chain of misfortune heaped upon misfortune, that rarely or ever has before happened to weak or erring mortals.

although off the land—drove the sea with such force against the fore part of the wreck, that it threatened to sweep it away bodily, with its living freight. These wretched creatures were in imminent peril, and there was now no chance of any one reaching the after part, which, as already observed, was comparatively safe from the force of the breakers. On came the merciless sea, increasing in strength as the wind rose, and sweeping every now and then some helpless victim into the raging surf. The first to succumb were the poor children, who clung with the grasp of death to their mothers, and those around them, uttering the most pitiful cries, which the roar of the waters could scarcely drown. One by one they disappeared, as their tiny fingers relaxed their hold upon the adults, who, when they could no longer sustain themselves or the children, dropped together into the raging surf. Among these a mother clasped her dead babe to her bosom, and refused to let the corpse be parted from her, although both of her limbs were broken by the falling of a spar, and thus she was precipitated into the waters clinging to her infant. Little more is known of the sufferings endured by those on the fore part, as none were saved after the first party managed to reach the after wreck, and it was with the utmost difficulty those in the cabin could discern the people forward, not only from the blinding spray which spread all around, but the danger of looking over the bulwarks to catch a glimpse of their more wretched fellow sufferers. Enough, however, was observed to see that their ranks were thinning fast, as they dropped into their watery graves during Monday, and on the following day, when they had all disappeared—some fifteen children, sixteen women, and ten men, who remained behind on Sunday.

Although more sudden in his visitation to the victims who succumbed on the fore part, death was merciful to them, compared to the lingering agony and madness with which he encompassed the last moments of several on the after wreck. The first of these, according to the statement of Mr. M'Nair, the purser, was a negro passenger,

who died on Tuesday night or Wednesday morning. He began to run about the wreck, and behaved so strangely that it was thought he was drinking brandy. He denied that, and though apparently light-headed, called attention to the fact that his breath did not smell of spirits. On this point, Mr. Miller thus bears testimony to the general desire to avoid drinking the spirits :—"Our fears of the men taking the spirits was entirely groundless ; the poor fellows handed every thing to the Captain," excepting the sailor who drank the bottle of porter.

"When any of the sufferers from privation and exposure began to drink, they generally became delirious about twelve hours before they died. Perfect good order was maintained among those who retained their faculties, and there was no necessity to use force, except on one occasion when the stewardess, Miss Clendinning, growing delirious, insisted upon getting down into the cabin (then full of water) to take her dinner, which she fancied was ready."* After this state of mental aberration this poor young lady soon died, and she was followed in another day by Miss Nugent, who, notwithstanding the careful nursing of the Captain and purser, could not survive the starvation and exposure. Thus, of the nineteen female adults who were on board at the first, only one braved the sufferings to be rescued. This was Miss Ledwith, a cabin passenger, who possessing an unusually strong and robust constitution, "exhibited great courage and powers of endurance. The people at the same time kept her in the midst of them to shelter her as much as possible from the intense cold. Every possible care was taken to secure the safety and comfort of the females at the outset ; but the danger was so imminent, and the exposure and deprivations so severe, that every one had enough to do to shift for himself."†

From some such feeling of an all-pervading selfishness in the hour of extremity, may be attributed

* M'Nair's personal narrative. † Ibid.

the circumstances stated by this lady, that one unmanly sailor seized hold of her blanket, and refused to give it up ; and that when she asked him to leave it with her, he rudely refused her. If such happened, where were her male companions, that they did not unite and force the fellow to give it up ? Were they all so callous and prostrate from physical suffering, that the last spark of manliness was extinguished ?

At all times shipwrecks are fraught with similar scenes of moral prostration, where the sufferers linger out their existence beyond the ordinary powers of endurance. Alas ! for poor weak human nature, such are not the only occasions when man's inborn selfishness exhibits the "mark of the beast" upon him. In ordinary life and with all its comforts, when confined within the narrow limits of a well-provisioned ship, there is not one colonial reader who has made the long voyage from Europe to Australia, but could cite an example of extreme selfishness in his or her own person, or that of others, which afterwards made their cheeks to blush at the baseness of human nature. If, under such circumstances, examples of the kind are found, we cannot wonder therefore at its exhibition on the wreck, where the wretched soul on the brink of eternity, forgets all its instincts of humanity in the love of life.

To the miseries of exposure and mental prostration, was now added the horrors of thirst and hunger, the former in a stronger degree than the latter. All were aware of the insane danger of drinking salt water, consequently, as long as reason held its seat in their minds, they abstained from it. "One of the firemen, however, persisted against all advice in lowering his boots by a cord for salt water, which he drank freely. He became delirious, lost his boots, and then insisted on going to the water. The people tried to prevent him, but he was a heavy man, and when he got upon the slanting part of the wreck they could not push him back ;" so he dropped into the surf and mingled with the bodies of those who had gone before him. "When life in any case became extinct, the survivors lowered the dead body into the sea without any attempt at ceremony."

Indeed, the few that survived after the fourth day on the wreck, became so careless of life, and so callous to their own situation and that of their fellow-sufferers, that at last they were heedless of the efforts made by their friends who had come to their rescue. In a measure also, this feeling was created by the several ineffectual attempts to reach them with the boats, as narrated in the preceding chapter.

Meanwhile, the water-tight bulk-head, exposed to the full powers of the surge, began to give way, and there was every fear of its being forced in. By the Captain's advice, the cabin was abandoned by all who were able to leave it. The only one who could not move, was Mr. Whittaker, of Kapunda. He had lost the power of his limbs, and could not be brought up from the cabin when it was found to be breaking up. "The walls of the cabin were seen to yield, and then the water rushed in, sweeping everything away. The deck heaved like a man breathing, and they were greatly afraid the mizenmast would fall; but it did not."* Besides Mr. Whittaker, there were some others below who were asleep at the time the water rushed in through the bulk-head, and consequently were drowned. "One boy put his head out through one of the port-holes: he could not, however, be saved."† Captain Harris, who was also below, with the aid of a rope, climbed up through the cabin skylight, and for the time prolonged his existence, but this active man yielded to the fell destroyer in a day or so afterwards, chiefly caused by the fatigues he had undergone in diving for provisions. Notwithstanding his vigorous frame, he sunk under the exertion, and thus yielded up his life in endeavouring to prolong the existence of others. For so generous an act, he deserves the highest tribute bestowed upon his memory; and his bereaved widow and children the best support society can afford them.

It was Tuesday, the 9th August, and on the fourth morning of their wretched sojourn on the wreck, when the

* M'Nair's statement. † Miller's statement.

sea burst into the cabin and drove them from their last shelter. There was now a scramble for the safest places on the deck, and starboard bulwark. "The most sheltered part in the rigging was taken up at this time by the crew."* So the miserable passengers had to contend with the greatest privation from the comparatively better shelter they had experienced below. It was impossible to obtain the smallest footing on deck, as it lay at an angle of about fifty degrees. Those were fortunate who had secured a place for their feet on the upper sides of the companion and skylight. A few, who managed to hold on by the cabin stairs, considered themselves well off, because they could cut away the sheet-lead which covered the steps, and chew it to allay the cravings of hunger and thirst; others, more miserable, had to cling to the railing, exposed to all the inclemency of the weather, with the sea continually dashing over them.

Despair now sat upon each brow, and the light of madness from hopes destroyed kindled up the eyes of all as they gazed around upon the dismal scene. Looking towards the stormy horizon, no friendly vessel was seen to come to their relief; and they turned with longing hearts to look upon the shore where their two companions had safely landed two days before. Various were the conjectures of what may have befel these two venturous sailors. They might have sunk through fatigue and want of food, to perish on the way, or perhaps had lost themselves in the thickets endeavouring to find a path to the light-house. Their hopes were gloomy from the sad occurrence of the morning, and they reverted to the circumstances whilst gazing on the ever-raging surf about them. There, amidst the foam, was discernible the floating bodies of those who had yielded up their lives, under the combined miseries which threatened to crush every soul on board. Sometimes the corpse of a strong sailor-man was visible under the leeward rocks, tossing to and

* Miller's statement.

fro in the angry surf, until the eddy would bring it into the full sweep of a gigantic wave, when it was carried away from view. Again, some one on the shrouds could espy the floating garments of a woman or a child further off, dashing upon the reef, not far from the fore part of the wreck, from which they had dropped; whilst, as near as could be seen by these half-insane spectators, bodies were there, disfigured by sharks, that prowled among the rocks seeking for prey. At such sights no tears came to relieve their aching heads and hearts; not even a groan gushed from the throats of these people in affliction. With parched and swollen tongues, they could scarcely essay an effort at speech to comment upon the melancholy scene; and with protruding eyes, lit up with the glare of insanity, they thought how soon their lot would be the same. Minutes seemed hours, and hours days, to their distempered imaginations, in the expectation of succour. Famished and benumbed, they passed the livelong day in doubt and dread, and some were hoping that one great wave would come and end their misery.

At this time there were upwards of fifty survivors on the wreck, many of whom had no hopes of seeing the morrow. It was therefore with unbounded joy, that even the most despairing soul heard some one utter hoarsely from the rigging, that people could be seen upon the beach. This intelligence implanted renewed vigour into their wasted frames, and the stronger amongst them waved their ragged signal flag with energy. These tokens of recognition were returned by the party on shore, and the welcome sight of smoke curling aloft contributed to the general happiness. As night came on, the beacon fires gleamed brightly on the land, and many a despairing heart was cheered by the friendly blaze. The moon was by this time well up in the heavens, and assisted by her light to render the aspect of the scene less gloomy. Still the weather was bitter cold, and the sea boisterous; and as the night grew apace these increased in intensity.

The weakest among the sufferers in vain strove to bear up against the elements, and the words of encourage-

ment whispered by their stronger companions fell dead upon their ears. Many who had seen the day decline, were destined never to see it dawn again. One by one, at fearfully rapid intervals, they fell from their positions, and with a last deep heaving sigh, or a groan, gave up the ghost. To their shipwrecked companions it was a ghastly sight to behold by the dusky light of the obscured moon, every hour or half hour, a dead body dropping upon the wreck. Still, even in this, the greatest depths of their misery, a wretched kind of consolation was found by the survivors, in appropriating the clothing and blankets of the dead to their own use, as these were no longer serviceable to them. By this means many a shivering frame was comparatively reinvigorated, and some who could not otherwise have survived the inclemency of the night, lived to see the sun again. How many died during that melancholy night, the survivors cannot say, but their numbers were now reduced to thirty-eight.

WEDNESDAY, THE FIFTH DAY upon the wreck, opened with a stormy sea and sky, and no signs of the weather improving. The wind blew a gale from N.N.W. As far as the eyes of the shipwrecked people could see, the horizon was a mass of foam and spray. Towards the south no ship was visible, and if there had, it was ten chances to one, that they could not have been observed amongst the breakers. They turned again in the direction of the land to see if their friends were able to assist them from thence; but, alas! they had no hopes of a rescue, even had boats been seen on the beach, for it would have been impossible for them to have left the shore in the face of such a sea. That one boat, however, did live in it outside the wreck, was proved by that adventurous fisherman, Demetrius Donnell and his mate Peter, who left Guichen Bay on the previous day for the wreck. The Harbourmaster, Mr. Melville, at Port Robe, states in his report, that "this brave and humane man was not to be deterred from proceeding in such weather, when he heard that there were many survivors on the wreck. Having great confidence in his boat, he started with his mate Peter, and all that

night steered her through the heavy sea, until he got abreast as he supposed of the locality. But it does not appear whether he did see the wreck, as he imagines, about daylight on Wednesday; at all events his tiny sail was not seen by the survivors." That he encountered the dangers of the passage, is known from his arrival at Cape Northumberland, in the course of the day.

Calmed in the madness of despair from the fury of the elements around them, and sickened at the prospects before them, with glazed eyes they became callous of existence. Several wrapped themselves in their blankets to await, in the drowsiness of delirium, the approach of death. Some viewing their fate as inevitable, prepared themselves by religious thoughts to meet their doom. Others, of a more worldly nature, spoke of their means and possessions, and while yet lingering on the verge of eternity, bade adieu to their more robust companions with injunctions concerning their property, handing over what money or jewels they possessed.

It is not the less strange that it is true, when some individuals reach the last link in the chain of existence, under circumstances such as are here related, that they turn back with a longing eye to the means they have amassed, as the saddest parting they have to make. It seems to be the universal token of man's earthiness of nature, that he should love to the last the gifts of Mammon, when all his riches are of no avail. The instance here exemplified by the wealthy amongst that wretched group, was one of no mean consideration, for they could, on land, command a quarter of a million sterling; whilst at sea, on the wreck, their possessions could not buy them a glass of fresh water.

In this generally callous frame of mind the day was passed, and as the *fifth night* of suffering came on, the wind began to subside, which brought a fitful repose to the stronger men. The watch-fires of the shore party glowed brightly in the distance, and although a wide and stormy gulf separated them from their friends around that bivouac, still they were cheered through the tedious night. It did

not pass, however, without adding to the list of deaths; and when the *sixth morning* dawned, there were a few more ghastly faces amissing from the group.

Amongst the most anxious yet remaining alive was Mr. Magarey, who from time to time shewed a desire to trust himself to the chance of reaching the shore by means of a life-preserver or air-belt. But not being able to swim he was dissuaded from this by his friend, Mr. Rochfort. Nevertheless he put on the belt and handed his great coat to that gentleman, as if preparing himself for the attempt. "He was also very anxious about the preservation of a small portmanteau, which he kept by him, in which he deposited a memorandum to the effect, that they would be all lost unless by the mercy of God some help came to them; whilst upon the back of a receipt for one of the horses he wrote, 'I think this horse got on shore.' That portmanteau was afterwards picked up."* Whether by accident or done intentionally, is not known, but he slipped off the wreck into deep water, and the cry that he was overboard, brought some to the nearest point to assist him, amongst whom was Mr. Rochfort, who had been awoke out of his sleep. He was then seen in the water alive, and a rope was thrown to him. He got hold of it and endeavoured to raise himself up to the wreck, but could not do so, and drifted away apparently alive, until he was lost from view. His body was afterwards found on the beach, and his son carried the remains to the family vault in the churchyard at Geelong.

Thus were the ranks gradually thinning of the forlorn and apparently abandoned shipwrecked people, when the gallant efforts of the shore party to rescue them began, but unsuccessfully, as related in a previous chapter. The arrival also from seaward of the "Corio" steamer and the pilot's boat, the "Ant" steamer and her boat, buoyed up for a time their desponding hearts; but, alas! from the many failures, only to send them back again into the depths of

* M'Nair's statement.

madness and despair. As each successive effort of that gallant crew who manned the old life-boat was made to reach them, and then repulsed by the furious rollers, they blessed them in their despair, although all hope of rescue seemed to them to be blasted. That day certainly was calmer than the preceding one, nevertheless the tremendous roll of the surge was unabated ; and the boats dare not put off to make another attempt. There they were grouped—the succourers and the shipwrecked—gazing on each other in a state of helplessness. Like the fabled sufferings of the wretched “Tantalus,” these unhappy denizens of the wreck looked imploringly to their friends on the land, and strove in vain to reach the blessings of food and shelter almost within their grasp. It was, indeed, a frightful realization—a terrible reality—of the ancient mythological tale.

CHAPTER VI.

THE RESCUE.

Account of the Arrival of the "Lady Bird" steamer at Portland, and Preparations for a final Attempt at Rescue, drawn up by Portland Committee—Captain Fawthrop the Hero of the Rescue—His Account of the Portland Life-boat, Crew, and Equipment—"Lady Bird" starts from Wharf on Thursday Night—Reaches the Wreck on Friday morning—Fawthrop's Description of First Attempt—Johnstone's Account—Discharging Rockets with Lines—Description from the Shore by Melville—Lyon and Power bear Testimony to brave Attempt—Pilot-boat and Crew—Wildly picturesque Scene around the Wreck on Sea and Land on the EVE OF THE RESCUE—Lights on Shore, Fireworks on Steamers, glittering moonlit Sea—Scientific description of "Rollers" and Waves generally—SATURDAY, August 6th, opens propitiously—First attempt of Rescuers by the improvised Crew of the "Admella's" Life-boat and the Adelaide Pilot-boat—THE RESCUE accomplished by the Portland Life-boat under command of Captain Fawthrop, and "Admella's" Boat under Mr. Germain—Joy of the Rescuers—Emaciated appearance of the Survivors—Johnston's Account of the Rescue—Remnant of Survivors safe on board the "Lady Bird"—Arrival of the Rescuers and the Rescued at Portland—Hospitable Reception of them by the Inhabitants.

WITH feelings of satisfaction we now come to the next act in our melancholy drama, where the long-looked for hour of rescue at last arrives, and the remnant of the passengers and crew are saved from destruction, to tell their sad tale.

It will be remembered in a preceding part of this narrative, that the "Lady Bird" steamer returned to Portland on Thursday after her fruitless voyage in search of

the wreck. The following extract from the "Report of the Portland Committee" gives the particulars of her arrival in that port, and the preparations made by the inhabitants to a further, and what happily proved to be the successful, attempt at rescue :—

"On Thursday evening, about five o'clock, the 'Lady Bird' returned. The jetty was crowded with people, anxious for information; and a general feeling of disappointment was expressed, on Captain Greig announcing that they had seen nothing of the wreck; and that, if they had, it would have been useless to make any attempt at rescue with the means in their possession, as the sea was running mountains high; that they had searched closely for twenty-four miles beyond Cape Northumberland—far beyond the instructions received from Melbourne—a very heavy sea breaking in eight fathoms. Shortly after the arrival of the 'Lady Bird,' a telegram was received that all were saved that could be saved, but it was accompanied with a note from the stationmaster at Portland, that it should be received with caution; and soon after that report was contradicted by another telegram, also stating that the 'Corio' had been unable to render assistance, and that there were still twenty-five clinging to the wreck. Mr. Learmonth then went on board, and informed Captain Greig that another attempt ought to be made with the Portland life-boat and crew, and directed the fires to be kept banked up until he could consult Mr. Edward Henty, one of the owners, but in the meantime to get everything ready for a start. Mr. Henty having given his consent, wood was got on board, there being a scarcity of coals, a volunteer crew procured, ropes, provisions and other requisites obtained, and Dr. MacDonald was also requested to accompany the expedition, which he readily did, with Mr. Tait as assistant. Mr. Johnstone, a schoolmaster, of Portland, with some rockets, also volunteered his assistance to attempt to throw a line over the wreck. The 'Lady Bird' left Portland about half-past nine that evening, accompanied by Captain Fawthrop, the Harbourmaster, with his crew, having the life-boat under their charge; also by a whale-boat, belonging to a Whaling Company in Portland, with its crew, the number of extra hands altogether amounting to thirty-six. The steam-boat, freight, and cargo were at that time uninsured, but the next morning Messrs. Henty and Learmonth received a telegram from Melbourne, that insurances had been effected on the hull for £9,000, freight £500, and cargo £4,000. Shortly before the 'Lady Bird' left, a telegram was received from the Hon. Mr. Fisher, requesting that she might be sent immediately with the life-boat and crew."

Of that gallant band on board the steamer, with the most effectual means for a rescue, which ultimately were crowned with success, the gallant Harbourmaster of Portland, James Fawthrop, and his crew with the admirable life-boat under their charge, deserve the first place on the list of merit. Without detracting from the abilities and efforts of others, Captain Fawthrop may be said to have been the hero of the occasion. Others, doubtless, assisted nobly in the rescue to the full extent of their skill and capacity; and where is the man that wouldn't have done so?—but to him who led the van of volunteers when others were dismayed, who judiciously tempered the zeal of younger but less prudent men when life might have been vainly sacrificed; and who, with his grey hairs streaming in the wind, braved the fearful rollers until the wreck was gained, and the survivors borne off in safety—to whom but to such a veteran of the sea should not the first homage be rendered, and the noblest reward given? Here is his account of the boat and crew before action, furnished to the Melbourne Committee, which glows with the most ardent sympathy for the sufferers not yet saved:—

“The Portland life-boat was admirably fitted out under my own supervision, and completely equipped; in fact a very model; the crew had been exercised, and were all of them trustworthy men; and on Thursday evening, the 11th ult., each one of the crew personally offered his services as a volunteer to man the life-boat—no time was asked by them to take leave of their friends or families—nor had they a second change of clothing.

“At nine p.m. on Thursday the life-boat was quickly taken from her hiding place, and launched through the surf by a multitude of townspeople, and at ten p.m. the gallant steamer took her in tow, and most gallantly did she perform the service throughout. I need not add that our departure was hailed by every lover of mankind wishing for complete success as to our undertaking, and no doubt many fervent prayers were also offered up; and it may be that those prayers, and the cries of the distressed sufferers on the wreck, rose in a cloud of incense to the Throne of the Most High, and was then answered. But to return: the gallant steamer proceeded on her journey with every speed possible, towing the life-boat like a wherry—only the sea was somewhat rougher than it would be found in the Thames—the blinding spray covered the men steering; but what was the spray to such men, who had voluntarily offered to bathe in the breakers to save the lives of their fellow-creatures!”

At ten o'clock that night (Thursday, August 11), the "Lady Bird" started from Portland Wharf on her mission of mercy, taking the whale-boat in tow, it then blowing a strong westerly gale, with a heavy sea. She proceeded under sail and all possible steam during the night:—

"About 7 a.m. on Friday, then about twenty miles past Cape Northumberland, we sighted a small boat to seaward, and kept away, thinking to get positive information from them of the position of the wreck; she proved to be a boat from Guichen Bay with two men in her, who had come to render assistance, but were unable, and were then proceeding to Cape Northumberland to beach their boat. The information I derived from them was, that the wreck was ten miles further down the coast, and, after supplying them with bread and beef, proceeded to follow out the object of our mission."*

"The land was near, and we coasted along, steering to the north-westward until we discovered the wreck, which, in the distance, appeared like a small flat rock; but on our nearer approach a mast was seen, which confirmed it as the wreck, lying on a ledge of rocks, with heavy breakers all round, about one mile and a-half from the shore. The wreck was approached by the steamer until within a mile, and we could plainly discover the unfortunate beings, perched like seals on a half-tide rock, moving to and fro, and evidently waving for help. This sight was heart-rending, and although the breakers rendered an approach very hazardous, the call of mercy could no longer be delayed; and at nine a.m. the word was given, "Man the life-boat!" Every man was at his post, and at 9.20 p.m. we cast off from the steamer, pulling in for the wreck, having the Portland whale-boat in company with a boat-anchor and line to drop just outside the surf; and, having accomplished her work, the whale-boat remained outside whilst the life-boat pushed in for the wreck, veering out the anchor-line, for the wind was blowing strong right on the wreck, and unfortunately it was parallel to the breakers, keeping the life-boat's broadside exposed to the surf. This, however, could not be avoided, and we pushed on; and when about fifteen yards from the wreck, our rockets were fired over the heads of the people, and these would certainly have succeeded with dry lines, but by some accident they became entangled and wet, and consequently failed. The bowman was then ordered to try the hand-line, and thrice did the line reach the wreck, but was not laid hold of by the people, who were clustered together, staring on us with pitiful looks. But time was precious. Our lines had failed, and on came the merciless breakers, covering us sea after sea, carrying everything before it, washing one man overboard, and wounding two of the crew, but

* Captain Greig's statement.

most luckily our anchor-line held fast, and drew us out clear of the wreck and breakers. The life-boat soon cleared herself of the water; but our principal working means were gone—viz., six of our pulling oars, both steer oars and rudder broken, having now only four pulling oars to come out of the breakers with; but most providentially a lull of the breakers continued two or three minutes, and I called out to them to cheer up; we would return again. This lull enabled us to haul out to our anchor, and ultimately, by seaman-like management, we succeeded in getting outside the breakers, and reached the steamer, joyful that we had escaped from imminent peril, but sorrowful at not having relieved the sufferers. Our first attempt, in my estimation, was most gallantly performed, although unsuccessful; and truly no men could possibly have had a more narrow escape from destruction, for rocks were strewn round the wreck, which were not discovered from the life-boat, in consequence of the boiling surf, and it is surprising that we should have escaped with only one slight graze. The time occupied in the first attempt was exactly two hours.”*

Another version of this exciting scene is given in graphic colouring by Mr. Johnstone, the schoolmaster, from Portland, who volunteered with rockets to send a line from the life-boat to the wreck; in discharging which, he received an injury in the left hand. In his statement, forwarded to the Melbourne Committee, he writes as follows:—

“The life-boat was then manned, and in charge of Captain Fawthrop, the Harbourmaster, proceeded to the wreck, having the whale-boat in company, under the charge of James Cambray, headsman. As a terrific surf was running at the time, it was thought advisable to lower anchors, with a long line attached, in case of loss of oars, &c. The whale-boat accordingly pulled in and dropped anchor, passing the end of the line on board the life-boat, which also after a time dropped her anchor, and then backed in to the wreck. After getting close in, two rockets were fired over the heads of the survivors, who stood huddled up together, looking more like statues than human beings; their eyes fixed; their lips black, for want of water, and their limbs bleached white and swollen through exposure to the relentless surf, which roared around like a hungry demon waiting for its prey. The rocket hissed and whirled away, taking with it the line over—right over their heads. Alas! they could not hold it. Despair and exposure had rendered them too weak. The line tightens, checks, and breaks. Quick, another rocket; it bursts. Another—and again, with line attached, soars the fiery missile and falls on the deck; but, oh, God! with no avail.

* Captain Greig's statement.

Stout and stalwart arms heave lines with superhuman strength. Another minute, and all will be well, when, like a trumpet, rings the Captain's voice, 'Hold on, men, for your lives!' And like an immense white-crested mountain, comes the surf; it breaks; the boat is overwhelmed, and all its gallant crew are struggling in the water. Up comes the noble boat, shaking herself free from the mighty surge. Again—again, and again does the same thing happen. Eight oars are gone and broken out of the twelve, all hope of rescue for the time must be abandoned; and with one parting cry of—'We'll come back again!' from the noble and heroic old Captain, who, with his white hair waving in the breeze, stood coolly and calmly chopping the axe-handle to fit the tiller, the boat slowly commenced moving through the surf—but, alas! backward; her anchor cable was round the rocks. 'Cut!' was the order. 'Tis done. 'And now, men, pull for your lives!' Nobly was the order responded to, till the oars bent like whips. The coxswain, William Rosevear, springs forward and hauls in the whale-boat line, and, in spite of the tremendous surf, never let go—never flinched an inch. 'Hail the whale-boat!' 'Tis done, and down she came; her noble crew despising danger; they fasten to the life-boat, and haul out the tow-line and pull away, and by the combined exertions of the two crews the life-boat gets alongside the 'Lady Bird;' her crew worn out and exhausted; oars are fitted, grummets prepared, and all got ready for another attempt. The surf is higher than ever, roaring full two miles seaward of the wreck. 'Never mind,' say the noble boatmen; 'they must be saved.' On go the life-belts—into the boat springs Cambray—William King and other volunteers soon follow; but in vain. The boat is ordered not to go. Two dreary hours pass by. Hark to that despairing cry! Oh, God! it curdles the very blood. The poor shipwrecked have all united in one mournful wailing cry that would—so harrowing is its sound—break a heart of stone. Again do these heroic men spring into the life-boat, with the firm determination to do or die; their compressed lips, firm-set eyes, and contracted foreheads telling too well their indomitable courage and resolution; and again does that courageous coxswain, William Rosevear, take his place, and Mr. Chesney, engineer, follows. But no—it must not be: human life must not be uselessly sacrificed. A consultation is quickly held, and it is determined not to let the boat go, but to wait till the morning; and surf or no surf to go again. The men leap out of the boat disappointed; and the whale-boat men determine to go and see if they, unaided and alone, can do anything. Into the boat the men go, and with them goes Captain Greig to reconnoitre. Again that wailing cry. The boat returns. What are they shouting on the wreck? 'Tis 'Water—water. For God's sake, come.' When it is known, down many a rough and weather-beaten face trickles the silent tear where tears never flowed before, and many a hand is clenched in desperation that nothing can be done—nothing. Yes, something can. Captain Greig gives the order. 'Volunteers for the life-boat, I will go with you. I will never ask you to face danger that I am not prepared to share with you.' But it is getting too dark. Only two come forward, and none get into the boat. The

'Ant,' s., from Guichen Bay, comes within hailing distance, and the two Captains arrange to lay-to off the wreck for the night, firing rockets, blue lights, &c., alternately. Night comes on; the blue lights burn; the rockets soar aloft; anxious eyes peer through the darkness, and many a silent prayer is breathed to God for aid. Midnight comes; the wind changes; and, hurrah, it rains; but the wind; God help the ship-wrecked."*

Nor must we omit the following sympathetic description given by Mr. Melville of this gallant attempt, as seen from the shore. The writer, as Deputy Harbourmaster, furnishes it to his superior officer at Adelaide, and excuses himself in sensitive language from breaking through the bounds of red-tape officialism, in the excitement of his feelings, which are highly creditable to his heart as well as his understanding. If such expressions of the inner man were more frequently inserted in official despatches, it would not only render those documents interesting to the reader, which they are not generally, but tend to unite the Government in something like bonds of sympathy with the people:—

“Although, perhaps, not consistent with the character of an official report, permit me to say that during the time the life-boat was endeavoring to get alongside the wreck, the excitement amongst the spectators on the shore was intense. The sea appeared to break and completely smother the boat; and some seconds she would entirely disappear, when the cry would arise that she was lost; she would then appear again almost perpendicular. After remaining some time in this perilous position, she drew off from the wreck, and we saw that she had lost several of her oars, and, at the same time, we thought some of her men. Joining the whale-boat, both returned to the ‘Lady Bird.’ What the feelings of those on the wreck must have been we can only conjecture; on shore we thought their last chance was gone, for few of us thought they would hold out another night, or that the weather would be more propitious on the morrow. The scene was now gloomy beyond description—every eye on shore that had watched this attempt to save them was moist, and every

* J. F. Johnstone's statement.

heart, I think, must have ached as the ear caught the scream that came from the wreck when the boat was leaving; it appeared to us a wild farewell wrung from them in despair as their last hope appeared gone. But few, I think, who witnessed this fearful scene will ever forget it. In a few hours the whale-boat was seen again making her way to the wreck, and, as we supposed, making signals to those on it, after which it returned to the steamer. Another night was now to be passed in dreadful suspense before their rescue could again be attempted. As during the preceding night, we kept up fires on the beach. About midnight the wind shifted to the west; a little rain fell; the sea did not break so heavily. Germain, myself, and the coxswain (Thomas) awaited the approach of day."

Messrs. Lyon and Power likewise add their testimony to the gallant behaviour of the boat and crew during the perilous attempt, as follows:—

"With what feelings of suspense we witnessed that splendid attempt of the life-boat!—with what feelings of agony we saw her crew obliged to relinquish the effort!—no words of ours can tell. The oars we saw washed ashore too plainly told us how the life-boat must have suffered, and we greatly feared that some of her gallant crew had met a watery grave. Oh! how anxiously we watched the 'Lady Bird' all that day, hoping another attempt would be made; and when sun set, we felt indeed that all hope was over! That night we never closed our eyes; it blew hard; and we felt sure that on the morrow the sea would be higher than ever. As soon as it was light, we saw, to our great joy, that there were still survivors on the wreck, and that the sea was calmer than it had been since Tuesday."*

It will be remembered that these gentlemen were on the beach aiding in getting the "Admella's" life-boat manned and repaired for service from the shore. To this boat was now added the pilot-boat, which had left the "Corio" steamer that morning, and made a futile attempt to reach the wreck, but suddenly, to the surprise of all, made for the shore, where the crew beached her. It is but fair that we should append the statement made by

* Messrs. Lyon's and Power's statement.

the Captain and coxswain of the boat in Adelaide, otherwise they might be accused of cowardice, especially as they refused to make another attempt during the day :—

“The first attempt to near the wreck was from seaward, after leaving the ‘Corio’ on the morning of Thursday. The boat proceeded through a narrow channel between the reefs, and in doing so, headed, parallel with the shore, for the wreck, and was within a quarter of a mile of it when the people on shore hailed the boat, requesting she might land. The terrific violence of the surges, as they rapidly dashed over the people on the wreck, rendered it a matter of impossibility for the boat to live near her, and the fact of her being one hand short of her complement, may possibly have induced the daring fellows to proceed ashore, when the coxswain and Mr. Germain consulted on the best method of proceeding. At this time the strong breeze from the N.W. had increased the fury of the breakers, and after mature deliberation, no further attempt was made on that day. The settlers and others on the beach, whose nautical knowledge of the difficulties to be encountered, has been very evidently erroneous, attempted to induce Mr. Germain and the pilot’s coxswain to make another attempt on Thursday, but from their experience teaching them that to launch would condemn the boats’ crews to certain destruction, they resolved to await a favorable change which might allow the boats to live.”

The various groups of human beings on shore and at sea, with the attendant boats and appurtenances, transported to that hitherto desolate spot on *Friday night*—**THE EVE OF THE RESCUE**—imparted a wild beauty to the scene, which, but for the melancholy occasion, would have been admired by the lovers of the picturesque. Here on the sand-hills, covered with scanty brushwood, and down upon the beach close to the surf, scattered about, were numerous fires, each surrounded by its little band of rescuers, listening to the opinions of their leaders on the probabilities of their success, or descanting upon the terrible “rollers,” or stirring up the fire to make a blaze for the benefit of the shipwrecked sufferers, or straining their eyes towards the sea to catch a glimpse of the wreck, or the attendant steamers. It was moonlight, and

the latter could be seen easily, moving about as near to the reefs as was consistent with safety ; while ever and anon a rocket shot up into the heavens to cheer those upon the wreck, and an occasional blue-light, with lurid glare, lighted up the steamers and their occupants, so that the forms of the vessels and the faces of the crews could be distinctly seen. But beyond all in grandeur—approaching sublimity—was the appearance of the dreaded gigantic rollers, when their glittering snowy crests were lit up by these lurid lights. Like the lightning's sheen upon the avalanche, it darted fitfully over the surface, whilst the loud reverberating roll of these sea-cataracts upon the shore resounded like thunder among the Alps. Oft have we sat upon the beetling cliffs of the Australian coast where the South Pacific rolls these tremendous messengers of destruction with even greater force than they strike the southern shore, and contemplated them by night and by day, with a strange fascination that increased in intensity the longer we gazed upon their curling crests.

To those who have never seen these gigantic broken waves, it is difficult to conceive their power. Not that they are different in their character from ordinary waves breaking on the beach in a channel, bay, or land-locked harbour. They are all subject to the same laws of motion. It is their magnitude in bulk and force which overwhelms the spectator with awe and wonder, and in the case of shipwrecked people with feelings of terror. To understand thoroughly the descriptions of them given from time to time in this narrative, it is necessary to premise that “when a wave of the sea is seen to advance towards the shore, the water appears to be moving in the same direction ; but this is not the case. The only necessary motion of the water being in a vertical direction, so that the water may be perfectly at rest while the wave is moving, except this vertical ascent or descent.” It is, therefore, the force or *momentum* imparted to the water, and not that element itself, that we see rushing towards the land when a roller dashes along the shallow shore. On a still night these may be witnessed on a small scale within the

limits of Port Phillip Harbour or outside the Heads, where they break in twelve or fourteen feet depth of water. Some idea, therefore, may be formed of their magnitude when these rollers break in eight fathoms, or fifty feet deep, two miles from the shore, as reported by Captain Greig of the "Lady Bird." This sub-aqueous force is first originated many hundred miles distant from the shore on which its power is expended, and it increases as it proceeds, not only in horizontal momentum, but it continues to deepen in its power, the sea becoming agitated at soundings of eighty to a hundred feet, so that it first strikes a shelving coast at from three to four miles distance from the dry land, and gives evidence of the same on the surface where it shallows to about one-half in depth and distance from the strand, and then rises in curling foam, with a lucid crest, to a height of twenty or thirty feet, rushing onwards at the rate sometimes of twenty miles an hour.

With these few scientific remarks on the nature of the dreaded waves, so frequently mentioned, the reader will be better able to estimate the difficulties the brave rescuers had to contend with in overcoming such obstacles in their career towards the wreck, which the dullest imagination by this time will have discovered to be in the very midst of them.

SATURDAY, the 13th August, and the SEVENTH DAY in the annals of the weary shipwrecked beings, opened more propitiously than any day since Sunday. Hopes were rife in the bosoms of the rescuers on land and sea. No sooner had daylight rendered the shattered wreck plainly visible, than with a satisfactory sigh each one saw a number of survivors still clinging to it. They felt glad that they were not yet too late to save life.

The first movement for action was on shore. Daylight had just thrown off the mantle of night when the crews of the "Admella's" life-boat and the Adelaide pilot-boat were launched into the surf by a hundred willing hands through the first line of breakers, and then they were left to the skill and management of their crews. From the published account of the part taken by these two boats in

the successful day of the rescue, the narration continues as follows :—

“The persons in charge had made arrangements to act in concert for mutual safety, and to keep a sharp look-out in case of accident. The pilot-boat, it must be observed, had completed her complement of five pulling hands, by shipping a volunteer from the shore, who shared the perils of each attempt. She was the first to reach the wreck, and on getting alongside, or as near as was practicable, a rope was thrown from the boat and made fast. In another instant a breaker filled, and in twenty minutes after she had made fast, the ‘Admella’s’ boat came alongside, and first a seaman and subsequently a passenger passed down her by means of the painter. The Captain was standing among the crowd of unfortunates, and threw off his coat to make a line fast round himself, which was cast off when he had taken his place beside Germain. By this time the pilot-boat was free from the water, and those three persons got into her, and seeing the life-boat from the ‘Lady Bird’ nearing the ill-fated vessel, she cast off and proceeded ashore, leaving the ‘Admella’s’ life-boat to take out one man after she had started. The reef breakers were left behind in safety, but on making the shore surf, some idea may be formed of its magnitude from the fact that the boat, though over thirty feet long, was thrown completely over-end, and being stern on carried away the sternpost, but landed the passengers in safety. Willing hands were ready to haul the boat high up out of the surf when Germain was seen to be nearing it, and in a moment, when within one hundred yards of the shore, the boat capsized and all hands were immersed. To launch the pilot-boat again was a short task, and she reached the boat in time to rescue the crew and Mr. Germain from their perilous position, but the unfortunate passenger who had lived out the week of terrible suffering and privation on the wreck was drowned, though not before the most gallant exertions by Germain proved unavailing in saving him. By this time the boat from the ‘Lady Bird’ was alongside, and had received the remaining portion of the passengers on board.”

Captain Fawthrop thus describes in manly, seaman-like language, the consummation of the rescue :—

“At daylight, the wind having veered to S. W., we stood in for the wreck,

and, as we approached, we found the breakers less heavy, and a clear prospect before us of being able to approach the wreck. The life-boat was immediately manned, and at nine a.m. we pulled in for the wreck, anchoring the life-boats about the same spot as on the previous day, and veering out our line quickly, we were soon near the wreck—threw a line over them, which was fortunately received—and we were only a few minutes in receiving into the life-boat the living remnant of nineteen human beings. At the same time we could see a boat's crew of noble fellows who had left the shore, and by the aid of a line were endeavoring to haul the wrecked people through the surf—by which means they happily rescued four of them—but on their return, as we afterwards learned, the boat was upset in the surf, and one of the four drowned; but the heroic bravery of that boat's crew cannot be too highly eulogised, and my pen shall add a testimony to their noble daring in thus risking their lives for their fellows. Having received our precious charge, we soon cast off from the wreck, and one exultant cry rose from every creature in the boat; it was a tumult of joy; and I found it difficult to keep our crew silent till we reached the steamer, being assisted in towing by the whale-boat outside the breaker still alongside the steamer."

Among that gallant boat's crew there is one man worthy of special notice, viz., Thomas Tweedale, who was the first one to step on the wreck, and gallantly carry Miss Ledwith, the only surviving female, over the broken bulwarks to the welcome boat below. The appearance of the rescue from the "Lady Bird" steamer is thus given by Mr. Johnstone, who volunteered with the rockets in the first attempt:—

"The life-boat is manned; the shore boats are seen hovering about the wreck; the coxswain's order is, 'Pull, men; pull, or we shall save none.' Away go life-boat and whale-boat, and rapidly they near the wreck. Every glass is in requisition, and every eye strained. Five minutes elapse, 'they are alongside;' five minutes more, 'they are pulling away,' Up goes the whaleboat, and takes them in tow. Very various are the conjectures. Some say they have got none; they had not time. Others, they have all been taken on shore. 'No, no; I can see their heads; they are saved!' 'Nonsense.' 'Yes!—hurrah—here they come.' Eyes glisten with delight; brave and honest, manly hands met in silence, and wrung each other with a firm and manly grasp. Alongside they come. 'Let go!' 'Hold on!' Various are the orders. The rope slips, and away drifts the life-boat. Down goes the whale-boat again to the rescue, picks up the line, and tows them alongside; and then, oh, God of Heaven! what a sight! eighteen men and one woman in the last stage of existence! Prominent nostrils, bloodshot eyes, mouths parched dry, with their tongues cleaving to their palates; their eyes black and swollen, forms half-clothed, with brine-soaked tattered rags, limbs bleached and horribly swollen; with the low maniac chuckle, and the husky half-

audible cry of 'Take all I've got, but give me drink,' were the marks of the frightful and horrible sufferings which they had endured for seven long days and nights, exposed to all the inclemency of the weather, with the spray beating over them, nought to eat and nought to drink."

At last the long-looked for gallant act was achieved. The remnant of the passengers and crew of the "Admella" were saved. The long and weary week had come to a close. Their sojourn on the shattered wreck, lingering on the confines of death, had ceased, and there was hope that again they should mingle amongst their fellow-men, and breathe on the sunny shores of Australia the balmy fragrance of its groves. Few, however, of that miserable remnant of the living freight which were cast upon the reef could entertain, even in imagination, the joyful reality. The sufferings of some had been so great, that now when they were over, their feelings were blunted. When the more robust among them called to their weaker fellow-sufferers that the life-boat had at last penetrated through the breakers, and now lay alongside the wreck ready to receive them, some appeared careless, and scarcely to comprehend the import of the news, so that urgent expressions were used to make them seize the life-line, from which they could drop into the arms of the noble fellow ready to receive them in the boat. One or two, before doing so, looked back at the spot they had occupied so long in despair and suffering with a strange expression of regret, as if their tenancy of the wretched place had raised feelings of affection for it in their bosoms—like the "Prisoner of Chillon," who left his chains and dark dungeon with a shade of sorrow on his brow when he was told that now he was free, and could roam unfettered through the living world.

Again we quote from the brave Captain Fawthrop's statement, who rejoiced in his success, while handing up the emaciated survivors safely on the deck of the "Lady Bird":—

"The sufferers were quickly supplied with every comfort and attendance that humanity could suggest. The agent of the 'Admella,' Mr. Croaker, Mr. Oswald, and a medical officer, besides several others, were on board the steamer: and the kindness exhibited by these truly humane gentlemen

will ever be remembered by me with feelings of admiration. In enumerating these services, I would further add my testimony to the efforts of every one on board, for all were truly deserving. Our second attempt occupied exactly one hour; and at ten a.m. the gallant steamer, with signals flying for information to the shore—which had previously been arranged before leaving Portland—took her departure, with the life-boat in tow; and at 6.30 p.m. we had the satisfaction of arriving at Portland and anchoring, the sufferers remaining on board and receiving every attention that humanity could suggest. On Sunday they were landed and comfortably lodged in various parts of the town, and are gradually recovering.”

Need it be told that the survivors were received with open arms by the hospitable inhabitants of Portland. Indeed so excited were the good people on shore who had not an opportunity to render assistance at sea, that it was deemed prudent to keep the survivors on board the “Lady Bird” all night, that they might not suffer from the over-zealous kindness of their friends. Shall we relate how the shipwrecked people were carried ashore on Sunday, the most of them being unable to walk—how they were attended by the best medical skill, and nursed by the most careful of servants—how the gentlemen in the neighbourhood took home their friends among the cabin passengers—or how Miss Lediwth, the only female survivor, was received by Mrs. Huxley at her own house, and where that worthy lady cheered the sufferer at her bedside—in fact how the people of that pleasant little town of Portland made themselves famous for their hospitality on the occasion? Incidents like these, and more of a generous kind, will occur to the sympathising reader, and not require to be particularised; for good actions shun publicity, and require no chronicler but in the hearts of those who have imbibed on such occasions that richest nourishment of the soul, so eloquently expressed, and called by the immortal dramatist—

“The milk of human kindness.”

Thus, out of *one hundred and thirteen souls* who sailed from Adelaide, in the enjoyment of life and its ordinary blessings, *seventy-nine* perished on the wreck, comprising the sad enumeration of *fifteen children* and *thirty-four women*. Of those saved, including the two sailors who

first reached the shore alive, there were *twenty-two men, one woman and one boy*, making twenty-four, all of whom have recovered under the care and attention bestowed upon them, and are likely to attain their wonted strength and energy.*

Amongst the several descriptions of the attempts at a rescue, and the voluntary efforts of the South Australian colonists to save the shipwrecked people from destruction, we cannot close this chapter without alluding more prominently, than the sequence of the narrative allowed us, to the gallant conduct of the crew on board the small steamer "Ant," from Port Robe, Guichen Bay, so energetically despatched to the scene of the wreck. The following extract from the log of that vessel gives a concise and truthful account of the proceedings on the occasion :—

"Arrived in Port Robe, Guichen Bay, Thursday, 11th of August, at three p.m. Discharged part of deck cargo. At 3.30 the owners received the following telegram from C. B. Fisher, Esq., Adelaide :—'Can you forward four or six men to go to the wreck by land immediately? There is a life-boat on shore opposite the wreck, but no one to man it. If possible, send them down on horseback immediately. Will Captain Sherwin go? If thought necessary send a light raft, with oar, for the boat. "Corio's" boat cannot reach the wreck.' Immediately after the receipt of the above, a message was received per telegraph to the effect that all are saved that can be saved. About six p.m. another message was received from Mr. Fisher that they were yet on the wreck. Immediately on the receipt of this Mr. Ormerod started on horseback, with a crew of six men, carrying with them lines, rowlocks, &c. At 11.5 p.m. received the following message from Mr. Fisher :—'Would wish the 'Ant' to proceed to wreck, if it can by any possibility be accomplished;' to which the reply was that she would be ready in an hour. Got steam up for sea. Took on board a mounted gun, with chains and lines, to endeavour, if possible, by that means to throw a line

* See Appendix (A).

over the wreck. Took also materials to construct large kites should the wind be favourable to carry the line towards the wreck. It was a matter of general regret that there was no life-boat stationed here suitable for using upon such an occasion. Provided timber to construct raft. On Friday morning at 2.30 the 'Ant' left the Bay, taking with her extra men. At nine a.m. spoke the steamer 'Corio,' on her way to Guichen Bay for firewood, about ten miles from the wreck. At quarter past ten saw the steamer 'Lady Bird,' and shortly after discerned the wreck lying on an extensive reef running off what is marked on my Admiralty chart as Eslaing Bay, but called by many persons the Carpenter Rocks, a tremendous surf breaking over and around her for a long distance. From the tremendous swell and heavy rollers, found it quite impossible to proceed sufficiently near to fire a line over the wreck. The mizenmast was still standing, with her stern towards the shore, the fore part having broken off, and lying some distance from her; detached parts of the wreck discernible. Could plainly see there was a number of persons on board sitting and clinging to the mizen rigging and poop-rail. At sunset the 'Lady Bird' spoke the 'Ant,' and an arrangement was made to burn blue lights every two hours throughout the night, we having determined to get an offing, and wait till daylight. On Saturday morning, at 6.30, both steamers approached the land, and reached the wreck at 7.15. Found there was not so much surf near the wreck as on the previous day. The 'Lady Bird' launched the life-boat and whale-boat, when they proceeded towards the wreck, accompanied by the 'Ant's' quarter-boat. The life-boat, manned by twelve or fourteen men, succeeded in getting alongside the wreck, and we could see the passengers jumping into her. When all were on board, the life-boat was taken in tow by the whale-boat and the 'Ant's' quarter-boat, and proceeded to the 'Lady Bird.' When the passengers were on board, the 'Ant' stood for Guichen Bay, where we arrived at seven p.m. on Saturday. Spoke the 'Corio' on the passage, standing towards the wreck, distant about eight miles. The life-boat brought by the 'Lady Bird' from Portland is a remarkably fine boat, built upon improved principles for the Victorian Government; and there are similar boats stationed at several, if not all, the Victorian outports."

CHAPTER VII.

REWARD AND RELIEF FUNDS.

Progress of Events telegraphed to Melbourne and Adelaide—Telegrams received on Wednesday at Melbourne from Adelaide, Portland, and Cape Northumberland—Thursday's message from Geelong and Mount Gambier—Erroneous Despatch from Mount Gambier that the Survivors had been Saved on Thursday—True Version of News given Five Hours later—Telegrams on Friday from Adelaide and Mount Gambier—Saturday, 13th August, Message from Portland announcing Success of Rescuers, with List of Survivors—Enthusiasm increases at Portland—Attention of Stationmasters—Noble advocacy of the Press in the Cause of Humanity—Leading Article from the *Age*, Melbourne daily Journal, on the Subject, forcible and truthful Language—Public Meeting at Melbourne, Adelaide and Portland—Resolutions passed at the Melbourne Meeting—Formation of Committee—Public Reception of the Captain and Crew of "Lady Bird"—Letter of Congratulation Meeting at Portland—Committee appointed—Public Meeting at Adelaide. Governor Chairman—Reward and Relief Fund Committee—Resolutions passed—Speech of J. H. Barrow, M.L.A., at a Meeting—Reflections on the Conduct of the Victorian Government Proceedings of Melbourne Committee zealously conducted by the Honorary Treasurer, J. H. Blackwood—Conflicting Statements furnished to Committee and Printed—Proposal to Adelaide Committeeto amalgamate Funds, and make one uniform Distribution not acknowledged—Onerous task of awarding Medals and Pecuniary Rewards to Rescuers—Plan adopted—Relief Award to the Widow of Captain Harris, Relatives of Soren Holm and Others—Impartial Decisions by the Committee in apportioning the Rewards—A Moiety of the Donations reserved for the Approval of the Donors to form the Foundation of a Sailors' Home at the Port of Melbourne.

WHILST these stirring scenes in this drama of life and death were being enacted on that lonely, sea-beat shore, the inhabitants of the wealthy cities of Melbourne and Adelaide were not less active in performing their part to relieve, as well as to sympathise with, the survivors and their relatives.

From time to time the progress of the several parties engaged in this noble work of humanity were duly telegraphed to the anxious colonists in the principal towns. The following brief messages, received at Melbourne, will serve to show the general tenour of the information transmitted, and illustrate the dramatic character of the narrative :—

“ Adelaide, Wednesday, October 10.

“The wreck of the ‘Admella’ is still the sole topic of conversation and inquiry, hundreds crowding the Exchange all day for news. Both Houses of Parliament are adjourned till Tuesday. Extreme indignation is expressed at the statement that the Victorian Government have refused to interfere in sending the ‘Lady Bird’ or otherwise.”

“ Portland, Wednesday, 2.30.

“Steamer ‘Lady Bird’ passed *en route* to Cape Northumberland, to render assistance to survivors on wreck.”

“ Cape Northumberland, Wednesday, 7.30.

“People were seen on the wreck this morning. They were signalling for help. No assistance arrived up to that time.”

“ Geelong, Thursday, October 11.

“A great deal of excitement prevails amongst those interested in the fate of the “Admella,” and numbers continue to crowd round the Telegraph Office, waiting for the latest intelligence. Each succeeding telegram adds its quota of horror.”

“ Mount Gambier, Thursday.

“‘Corio’ close by wreck. Far fewer survivors than last night. Rochfort, Captain, first mate, Magarey, and woman recognised. Surf too strong for a boat to live. Boat started twice from shore, but driven back. Two seemed to drop off the wreck into the water this morning since daylight. No food since Saturday. At time message left (ten o’clock), lowering life-boat from ‘Corio.’”

“ Mount Gambier, Thursday, 5.30 p.m.

“Messenger just returned from the ‘Corio’ brings infor-

mation that all who were on the wreck have been taken on board the steamer. The names of the survivors will be sent soon."

This message was received with the most joyful feelings of satisfaction in Melbourne and Adelaide, but unfortunately the intelligence of a successful rescue by the boats was premature; and how the erroneous information gained credence at the Mount Gambier telegraph station to be officially transmitted by the Stationmaster, has not been satisfactorily accounted for. The effect of it in Melbourne was to elicit a brilliant article on the subject from the editor of the leading journal, with heart-felt congratulations on an event which had not happened. In Adelaide a more serious result ensued. It reached that city just as the "Havilah" steamer was proceeding to join in assisting the rescuing party, while on her voyage to Melbourne. With this impression she started, and consequently the Captain considered that his services were not necessary. Serious neglect might have resulted from this error, had the "Havilah" been required to aid in the rescue. The false news was, however, quickly contradicted, and the true version given of the failure of the attempt made by the "Corio's" life-boat:—

"Mount Gambier, Thursday, 10.15 p.m.

"Daniel M'Eachern left the wreck at 3.30. He states that the life-boat of the 'Corio' was launched soon after twelve o'clock, with five men in her, but could not approach the wreck. She came round the reef, got inside, and ran ashore, nearly foundering—the boat was thrown on the beach. Another attempt was to be made with both boats at low water. There were still ten or twelve persons on the wreck. Rochfort was recognised as one. Some one was seen resembling Magarey. One woman was still alive.

"The 'Lady Bird' sailed from Portland at ten p.m."

"Portland, Thursday, 9.45 p.m.

"We returned to Portland after searching twenty-four miles beyond Cape Northumberland, far beyond the information I had. A very heavy sea was breaking in eight fathoms.

No boat could live ; but we return at once, and will do our best. We take with us a life-boat, a whale-boat, &c. We are well manned, and carry a doctor. We will leave at ten, after coaling.—P. GREIG, Master of the ‘Lady Bird.’”

“Friday, 1·30 a.m.

“No further intelligence from wreck. A special messenger left this place for the wreck at nine p.m., and will return about ten this morning, with full particulars.”

“Mount Gambier, Friday, October 12.

“Inspector Scott and C. Lyon, Esq., write from the wreck, noon, to-day :—‘Lady Bird,’ ‘Ant,’ and ‘Corio,’ steamers are at the wreck. The life-boat made an attempt to rescue the survivors, and nearly succeeded in throwing (by means of a rocket) a line over the wreck. The boat, however, was beaten back, with the loss of some oars and slight damage. Every effort is being made. The Portland Bay boat behaved splendidly, and rode over most tremendous seas. Another trial will be made again soon. There are still hopes of saving the ten or twelve survivors yet remaining on the wreck.”

“Adelaide, Friday, October 12.

“Intense anxiety as to the survivors from the ‘Admella’ continues, but very little hope is entertained of their safety.

“The weather is very threatening.

“A large prayer meeting, of all denominations, was held in the Wesleyan Chapel this afternoon.

“Business is completely at a standstill.”

“Mount Gambier, Friday, 6 p.m.

“The steamer ‘Lady Bird’ here with the Portland life boat. They made one attempt but failed, with loss of oars and damage to boat. Had to put back to repair. Will make another attempt before night. The boat behaved splendidly. A fearful surf, and breakers very high. Two rockets with lines were fired over the wreck, but without success. Boat’s crew report having seen fifteen on the wreck. The ‘Ant,’ from Guichen Bay, is here with another boat’s crew.—STATION-MASTER.”

“Mount Gambier, 12.15 am.

“There is no further intelligence from the wreck, and none is expected to-night. Office open all night.—E. H. DERRINGTON, Stationmaster.”

“Mount Gambier, Friday, 12.25 p.m.

“Latest Intelligence from the Wreck of the ‘Admella.’

“Have just received message from the wreck, dated 7.30 this morning. Both boats were tried again and beaten back. About a dozen survivors yet on the wreck. As soon as boat’s crew have recruited a little, they will try again. Sea mountains high.—D. POWER, pro Stationmaster.

“Special messenger not yet returned.”

“THE ‘ADMELLA.’—LIST OF SAVED.

“Portland, August 13, 7.20 p.m.

“‘Lady Bird’ has arrived with nineteen from the wreck. The following is a corrected list of those saved by the ‘Lady Bird’ :—Passengers—Rochfort, Miller, H. Fisher, Miss Ledwith, M. Forrester, H. M’Innis, J. Webb, G. W. Richardson, P. Carrick, T. O’Halloran. Crew—James Hutchison, first mate ; M’Nair, purser ; D. Peters, fireman ; R. Wright, trimmer ; C. Locke, seaman ; George Hills, fore cabin steward ; John M’Dermott, second cook ; J. Duckering, lamp-trimmer ; George Ward, cabin boy. Saved by ‘Admella’s’ life-boat from beach—Captain M’Ewan ; Davis, seaman ; Andrew, servant to Mr. Rochfort, and a passenger. These last four are on shore at the beach. Total saved by ‘Lady Bird,’ 19 ; by boat from beach, 4 ; total, 23 (passenger in the ‘Admella’s’ boat drowned).

“Those on board the ‘Lady Bird’ are terribly exhausted, but the unremitting care and attention of Dr. M’Donald have considerably alleviated their sufferings. The untiring perseverance and gallant conduct of Captains Greig and Fawthrop, and the crews of the Whaling Company’s boat and the life-boat, are beyond all praise. The last, in particular, are described as acting in positions of extreme danger.

“Enthusiasm here is immense. Conveyances and stretchers were ready to receive and convey the sufferers to Mac’s Hotel, where every comfort is prepared for them.

“Two died yesterday on the wreck, and one fell from the wreck exhausted.

“As soon as some of them have sufficiently recovered, further intelligence will be obtained from them.”

To comment upon the foregoing telegraphic messages would, indeed, be a work of supererogation on the part of the compiler. They speak for themselves, and the intelligent reader, who has carefully followed the thread of the narrative, will readily fill up any blanks in these truly graphic communications, and correct any error inadvertently given by the stationmasters. The indefatigable attendance of these officials on this occasion was in every degree praiseworthy; they kept the electric communication open day and night, irrespective of pecuniary considerations. Indeed if a fault was committed, it was when zeal outran discretion at the Mount Gambier station, as already referred to.

Nor must we omit to record the efforts of the colonial Press at this juncture in the cause of humanity. No sooner had the telegraph batteries flashed the intelligence from station to station on that Monday afternoon, than the next morning's journals published the sad tidings in every city and town possessed of this invaluable means of communication through the whole group of colonies, from Gulf St. Vincent to Moreton Bay. As the excitement grew in intensity, the Press urged upon the people and Government to succour and rescue the shipwrecked colonists with all possible speed, and at any cost. Although, as it has already been stated, that public attention was engrossed by politics at the time, the journals of Melbourne and Adelaide, throwing aside all partisanship, united in one loud trumpet blast to rouse the people and the authorities to aid in the rescue. While maintaining their position as the bulwarks of the people's rights at a critical political period, they did not ignore the eternal rights of man in the cause of humanity. As an example of the manner in which the subject was treated, we cannot do better than subjoin an article from the *Age*, a Melbourne daily journal, which gives a retrospective glance at the leading features of the event, couched in forcible and truthful language :—

“TWENTY-TWO saved! The electric wires on this continent never before flashed such welcome tidings as in the

announcement on Saturday to the anxious public of Melbourne and Adelaide. The rescue of a remnant of the 'Admella's' passengers and crew from suspense in the jaws of death, a thousandfold harder to brave than death itself—a suspense protracted through a week, which seemed a life-time of terrible days and nights! A thousandfold harder to endure, indeed, than any death, was that ever-recurring, ever-baffled hope! During the first days, the signals from the shore, and after that the brave rowers striving to bring help, repulsed in each attempt by the furious surges pitilessly refusing to be robbed of their prey! Death around the shipwrecked, above and below—in the howling storm, the raging waves—the quivering planks threatening every moment to part beneath them—and yet they could not resign themselves to die, with succour, deliverance in view—in view, though kept aloof by that reach of boiling sea! In all the records of human suffering which store the annals of 'old father ocean'—in all the severest trials which have befallen those 'who go down to the sea in ships,' we have not read or heard of an ordeal surpassing this experienced by the survivors of the 'Admella.' It has been said that—

"Men's hairs grow white
In a single night
From sudden fears."

But here was not a single night—a single day of agony—but many? It was simply the old ghastly story of 'life in death' reduced to matter of fact.

"Each night carried off its victims," says the mate. 'About twenty died on Tuesday from cold—it was a bitter night.' And many during the four last nights. They dropped off one by one as nature wore out—as strength and courage sunk conquered by hunger, cold and despair. 'They had nothing to eat or drink since Monday,' and the survivors were five whole days without sustenance. One of the passengers, Captain Harris, of the 'Waitemata,' behaved nobly. 'He did all a man could do in diving for provisions, whereby he suffered so much, that he perished from exhaustion on board, close to Rochfort.' 'All their legs were dreadfully swollen.' They had huddled together on that portion of the deck which remained above water "at an angle of 54 degrees," and which was only kept firm in that position by the circumstance of fifty tons of copper being in the hold below. There they lay in a protracted anguish of soul and body, more complicated

than the fabled tortures of Tantalus—within sight of shore—with help stretching towards them, but debarred from grasping it by that gulf of breakers in which no boat could live. No wonder that, according to the statement of the survivors, 'several died mad, throwing themselves overboard.'

"And little less than the agony of the shipwrecked was that of their relatives on land. Parent and spouse, child and sister, condemned almost to see the loved one perish inch by inch, as the electric wires noted for us each change that could be discerned on the wreck. The announcements, hour after hour by the telegraph, had a fearful interest. 'Two more have just dropped off,' or 'the Captain,' it would be said, 'is still holding on,' or 'we can distinguish Rochfort' or 'Magarey, and a female, and several others whom we cannot recognise.' With what terror the friends of those particularised looked forward to the next bulletin to see if they still survived; and with what feelings the kith and kin of the unmentioned rushed to learn whether the next lightning message would bring word of the objects of their solicitude being among 'the recognised?' Well, indeed, might the usually lethargic city of Adelaide lay aside all business, and become alive with anxious sympathy for their shipwrecked and bereaved town-folk. Well might Melbourne, as each fresh despatch was announced, drop its thousand bustling cares, and crowd to the telegraph office in Collins-street. And in the anxiety for the fate of so many of their citizens we may pardon the reproach of apathy impulsively cast on Victoria by our South Australian neighbours. Save in the Executive Council there was no insensibility here, but the truest and most ardent sympathy among all classes, from the Messrs. Henty, who at once ordered down their vessel, the 'Lady Bird,' to the watermen of Sandridge and Williamstown, who volunteered to start and assist in reaching the wreck. The eleven hundred pounds collected on the very first day the subscription was opened for relief of the survivors and reward of those who saved them, is another eloquent token of Melbourne feeling in the matter.

"It is difficult to speak in adequate terms of the conduct of the rescuers. When the 'Lady Bird' reached the wreck on Friday morning, standing off about a mile and a-half from the reef on which it lay, 'a terrific sea was running.' The life-boat and whale-boat were nevertheless despatched at once. The crew of the life-boat forced her close to the wreck, and

fired rockets with lines attached, but the surf washed into the boat, and the lines got foul and were broken. 'Immediately after,' says the account, 'four heavy seas struck the boat, smashed eight oars, tiller, &c., filled her each time, washed one man overboard, who was, however, picked up. For three minutes they all appeared to be lost. All they had now to depend upon for their own lives, was the line attached to the anchor, which had been dropped outside the surf. They returned to the steamer quite worn out.' In this attempt they were only a boat's length from a rock which, had they struck, they would have been all launched into eternity. The sea, moderating, another attempt was made that night with the whale-boat, but the surf was still impassable. The next morning at dawn the crowning effort took place, and with infinite risk the life-boat brought off the survivors. Twenty-two fellow-beings snatched from death is the result of the heroism of those boats' crews; and truer heroism was never exhibited at the cannon's mouth or in the 'imminent deadly breach,' than amid the foam of those breakers, whose hidden rocks sought the catastrophe of the 'Admella.' And even such calamity is not without its consolation, when it brings to light, as on this occasion, the noblest traits of human nature—the gallantry which encountered the most trying danger to bear life to the despairing, and the generosity which comes forth liberally and gracefully to help the destitute and honour the brave. The rescue of the survivors of this shipwreck is a deed well worthy of a tablet in the Melbourne Exchange. And, at the same time, we trust that the public at large will not be backward in following the example of the good Samaritan set in this matter by so many of our chief citizens. Let there be no stint on this occasion. The subscription-list should be opened to all classes—handed round the city and over the colony—that the demonstration may be the tribute of a nation's sympathy and gratitude. It well becomes a young nation to honor and reward its heroes. It will do its heart good to cherish and commemorate the heroic."

Not the least important movement, which arose out of this melancholy catastrophe, is that alluded to in the last portion of the above article. Committees were at once formed throughout the colonies of Victoria and South Australia for the purpose of obtaining subscrip-

tions for relieving the most distressed of the survivors or their relatives, and rewarding the bravest amongst the rescuers. The general response to this call upon the generosity of the colonists was immediate and munificent; and if we take the ancient adage, "*bis dat qui cito dat*," as a standard whereby to judge of the value of the donations, so freely and rapidly bestowed, the subscriptions then become most princely. Within two days after the matter was set afloat, about £2,000 was subscribed in Melbourne, £1,000 in Adelaide, and £500 in Portland, which continued augmenting as the movement spread to the inland towns until it reached double that sum at the time of distribution—as will be found particularized in the sequel—which has no parallel in the history of the Australian colonies; and, taking the population into consideration, has probably not been exceeded in any other country for a like noble and disinterested purpose. (*See Appendix B.*)

It has been said of these Australian communities, especially that of Victoria, that the "thirst for gold"—the desire to acquire wealth rapidly—has deadened the activity of the more noble sentiments of our nature; and that men are appreciated more by the standard of Mammon than of Merit. There is too much reason to fear that such is the case amongst a large portion of the colonists who have arrived on these shores since the advent of the gold discovery; and to a certain extent there is much truth in the remarks made to that effect in the mother-country, applicable to the older colonists, which it would be as well that there were less reason for believing. No doubt this results in a great measure from the chief occupations of the people being gold-mining and commerce, which, from time immemorial, have imbued nations, as well as individuals, with a preponderance of selfishness. Be this as it may, it is a fact registered from time to time by not only old residents in Australia, but strangers visiting these shores, who have made inquiry into the character of our social relations, that when assistance has been asked for the support or advancement of any

really deserving object, whether religious or secular, it has been munificently responded to, and the cry of distress and suffering has never been heard in vain, whether at home or abroad. As an instance of the latter, we may point to the sum of £50,000 raised by individual subscription, and a vote of the Legislature, on behalf of the widows and orphans of the brave soldiers who fell in India. In the case of shipwreck, now under consideration, we have a special example of the same samaritan spirit which ennobles such gifts. The chief item in the distribution of the money is the sum given for the benefit of the widow and children of one of those who sacrificed his life in endeavoring to preserve that of his fellow-sufferers on the wreck—a donation alike creditable to those who gave it, and the Committees who bestowed it.

The initiative of this movement was taken at Melbourne on Monday, the 15th August, at a meeting convened by the Chamber of Commerce, with which was amalgamated some gentlemen from the general body of the inhabitants, who had also advertised a meeting on the same day for the same purposes—viz., to consider the most appropriate way of receiving the Captain and crew of the “Lady Bird,” on their successful attempt to rescue the survivors from the wreck of the “Admella.” The objects of the meeting were, however, extended as the subject was discussed in all its phases by the individuals present. A series of resolutions were passed unanimously for the furtherance of the objects in view. The Hon. T. H. Power, Member of the Legislative Council, in an eloquent and feeling speech, moved, and Mr. Service, Member of the Assembly, seconded the first resolution, as follows :—

“That this meeting sincerely sympathises with the unfortunate sufferers by the wreck of the ‘Admella,’ and desires to record its cordial praise for the gallant attempts made for the sufferers.”

The second resolution was proposed by the Hon. Mr. Fraser, M.L.C., and seconded by Captain Cole, among the oldest colonists in the city :—

“That in the opinion of this meeting, subscriptions should be entered into for the purpose of rewarding all those who were engaged in the perilous service, and also for the relief of the sufferers by this dire calamity.”

The third resolution embodied the following, as proposed by Mr. Hall, and seconded by Mr. Murphy :—

“That, as a lasting expression of the high appreciation by the public of the gallant conduct of those noble mariners who were instrumental in rescuing the survivors from the wreck of the ill-fated ‘Admella,’ a marble tablet, suitably inscribed to their honour, should be placed in the Melbourne Exchange, Custom-house, and other public buildings.”

The fourth resolution, proposed by Mr. Cohen and seconded by Mr. Campbell, was carried unanimously, as under :—

“1. That the special thanks of this meeting are due to the Messrs. Henty for their promptitude in despatching the ‘Lady Bird’ to the wreck of the ‘Admella.’

“2. That a copy of the foregoing be engrossed on parchment, and formally presented to the Messrs. Henty by the Committee.”

In order to carry out the foregoing resolutions, the following gentlemen were appointed as a Committee :—

“Messrs. T. H. Power, Jas. Blackwood, William Nicholson, A. Gilles, D. C. M’Arthur, T. J. Sumner, E. Klingender, G. Rolfe, W. M. Bell, J. M’Culloch, J. H. Blackwood, H. M. Murphy, T. J. Nankivell, F. B. Franklyn, H. Henty, W. Fairfax, C. Mackinnon, W. Lawrance, J. Henriques, Captain Cole, H. Fraser, M. Mitchell, J. Stewart (Williamstown), H. B. Donaldson (Sandridge), J. G. Francis, D. Little, A. Cairns, C. E. Bright, G. Ottoway, J. O. Gilchrist, with power to add to their number. J. H. Blackwood, Secretary and Treasurer.”

In pursuance of the first resolution passed at this meeting, the Chairman and Committee proceeded on the following day, Tuesday, the 16th August, to the Wharf, and congratulated the Captain and crew of the “Lady Bird” steamer on their successful services, in conjunction with Captain Fawthrop and the crew of the Portland life-boat, Captain Germain and the crew of the “Admella’s” life-boat, which combined to save the twenty-two survivors left upon the wreck. The particulars of

their reception by a large concourse of citizens, and the proceedings of the Committee, are thus given in the journals of the day :—

“RETURN OF THE ‘LADY BIRD.’

“It is seldom our lot to have to record an event so interesting as that which took place yesterday, on the occasion of the return of the Captain and the crew of the ‘Lady Bird,’ from relieving the survivors from the wreck of the ill-fated ‘Admella.’ Some thousands of persons were assembled along the quay to honor those, who, in a boisterous sea, had acted so coolly and nobly. The ships in the river were handsomely decorated, and gave innumerable flags to the wind. For some time before her arrival, a large space in front of the river was guarded by constables, a clear spot having been preserved, so that the Committee might present their address without interruption. At ten minutes past one the ‘Lady Bird,’ conspicuous by her fine proportions, was steaming forward to take up her position at the Queen’s Wharf. A first note of welcome was then given by a hearty hurrah. Captain Greig mounted the bridge, and the air was rent with shouts of applause. As soon as the vessel drew alongside, and the gang plank shoved out, several gentlemen rushed forward, and cordially shook the Captain by the hands. Nothing could exceed the enthusiasm that marked the appearance of the gallant crew, who scrambled together on the deck. Loud and frequent were the cheers. The crowd could no longer be kept back. In an instant every available spot was occupied. Many, in order to secure places and avoid the crowd, stationed themselves in the rigging of the boat, quite regardless of the apprehensions which their elevated positions created in the minds of those below them. The Captain and crew having then mounted the poop, the following address was read by Mr. William Nicholson :—

“To Captain Peter Greig.

“Steamer ‘Lady Bird.’

“Dear Sir,—At a very numerous and influential public meeting of merchants, bankers, and all classes of the community, held at the Chamber of Commerce yesterday, for the purpose of raising a fund to reward those engaged in the rescue of the survivors from the wreck of the unfortunate ‘Admella,’ it was resolved that a deputation from the meeting should be appointed to wait upon you on your arrival, to express to you personally the high sense of admiration entertained by your fellow-citizens for the energy, bravery, and humanity which,

under the providence of Almighty God, enabled you to save so many lives from the anguish of death, under such appalling circumstances. To yourself for the promptitude with which you responded to the cry of distress, and proceeded to the scene of disaster—to your foresight and alacrity in returning during the night to Portland for the life-boat, with extra hands, so as to meet every possible emergency,—to the noble daring of those who, under your direction, braved the elements at the imminent peril of their lives,—are the survivors indebted for their preservation from lingering, suffering and certain death, despairing relatives and friends for their restoration (let us hope) to renewed health, and the colonies for another example of the sympathy and bravery of British seamen. As a permanent record of this noble deed it has been resolved that your names shall be inscribed in marble and placed in some public building, as an expression of the unanimous feeling of your fellow-citizens on the occasion; and, further, as a practical proof of their sympathy, a subscription has been entered into for the purpose of distributing rewards to the most deserving, and assistance to the bereaved and distressed through this dreadful calamity.

“Wishing you all every happiness that this world can afford,

“WILLIAM NICHOLSON,

“Chairman of the Public Meeting.”

“Mr. Nicholson then presented him with the address, and a copy of one of the daily papers containing a report of the proceedings at a public meeting held yesterday afternoon at the Exchange.

“Captain Greig, who was evidently overcome with emotion, responded briefly. They did not expect to receive so flattering and warm a reception. The gratitude of those whose lives they had been instrumental in saving was a sufficient recompense to them for what they had done.”

Of course it will be understood that this ovation was tendered to the Captain and crew of the “Lady Bird” by the deputation from the public meeting, as much on account of the *absent* heroes who led on and rowed the boats to a successful rescue. It was the first opportunity they had of giving expression to the sentiments they were delegated to convey by the resolutions of the meeting on the previous day, and the response of the Captain of the “Lady Bird” should be taken as including the thanks of his companions in the rescue, who had returned from the scene of the wreck to their several places of abode in Adelaide and Portland.

At the latter named town a meeting was held on the day following for the same object as that at Melbourne.

The telegraphic message reporting the proceedings, is as follows :—

“Portland, Tuesday, August 15, 1859.

“A meeting was held this day to take into consideration the best means of evincing the gratitude of the people of this district, towards the various persons engaged in the rescue of the unfortunate creatures from the wreck of the ‘Admella’; and for the relief and aid of the survivors. The meeting was well attended, and a considerable sum raised at once, which will be distributed under the control of a large and respectable Committee, who beg to suggest that all subscriptions from various quarters may be sent to them for distribution, they being on the spot, to judge of those most deserving.—EDWARD HENTY, Chairman of the Meeting.”

The Committee appointed at this meeting acted promptly in raising a subscription amounting to £750, with which they relieved the most distressed amongst the survivors, and paid the charges made by the medical men and others for their attendance, and supplies furnished to the famishing and exhausted people. They also, as soon as was consistent with the preservation of the health of the survivors, took evidence upon the cause of the wreck, and drew up a report, which they forwarded to the Melbourne Committee, with the balance of the funds in hand, after all necessary disbursements.*

At Adelaide a similar movement was initiated, and, to the credit of the Government and the Legislature of South Australia, the Governor, several Members of the Executive Council and Legislative Assembly, took the most prominent part in it, while the colonists came forward as liberally with their donations as they did in Melbourne. The following is a report of the proceedings on that occasion :—

“SOUTH AUSTRALIAN ‘ADMELLA’ SHIPWRECK REWARD AND RELIEF FUND.

“At a public meeting held on Monday, August 22, 1859,

* See Appendix (C.)

at the Exchange, in Adelaide, in compliance with a requisition addressed to the Sheriff of the colony, His Excellency the Governor-in-Chief in the chair—

“It was proposed by the Lord Bishop of Adelaide, seconded by his Honour the Chief Justice, supported by S. Tomkins, Esq., and carried unanimously—

“That this meeting deeply deplores the loss of those who have perished in the late shipwreck of the ‘Admella,’ and sympathises with their relatives and friends.”

“Proposed by J. H. Barrow, Esq., M.P., seconded by the Rev. Mr. Smythe, and carried unanimously—

“That this meeting desires to express its admiration of the heroic exertions made by the Captains and crews of the ‘Lady Bird,’ ‘Corio,’ ‘Ant,’ and the life-boats, and of those who co-operated from the beach in attempting, at the risk of their lives, the rescue of the survivors.”

“Proposed by the Rev. T. Q. Stow, seconded by the Rev. W. Butters, and carried unanimously—

“That a Committee be appointed to collect subscriptions throughout the colony, to reward, in the first instance, the heroic men by whose exertions the twenty-two survivors were rescued; and, secondly, to assist the widows and orphans and others, who by this severe calamity are deprived of their natural means of support. The Committee to be as follows:—The Lord Bishop of Adelaide, His Honour the Chief Justice, the Hon. G. S. Kingston, the Hon. John Morphett, the Hon. A. Scott, the Rev. F. W. Cox, the Rev. J. Smythe, the Rev. J. Gardner, the Rev. William Butters, Samuel Tomkinson, Esq., J.P., W. L. O’Halloran, Esq., J.P., with power to add to their number.”

“Proposed by Mr. Alderman Lazar, seconded by the Hon. S. Davenport, and carried unanimously—

“That this meeting has much pleasure in expressing its thanks to those merchants, shipowners, and others, in Melbourne and elsewhere, who, at their own cost and risk, sent the steamers ‘Lady Bird’ and ‘Ant’ to assist in rescuing the survivors from the wreck of the ‘Admella.’”

“Proposed by William Giles, Esq., seconded by the Rev. John Gardner, and carried unanimously—

“That the thanks of this meeting be given to the gentlemen who devoted so much time and made such untiring exertions to afford assistance from the beach to the poor sufferers on the wreck, and who took such prompt and effective means, by communicating with the telegraph station at Mount Gambier, to lessen the intense anxiety of the citizens of Adelaide.”

“Proposed by the Hon. J. Morphett, seconded by Mr. Alderman Glandfield, and carried unanimously—

“That a vote of thanks be given to the officers of the Telegraph Department, to the proprietors and managers of the two newspapers, and to Mr. Green, for the cheerful and obliging manner in which they submitted to much extra work and expense in gratifying the intense public anxiety naturally felt during the week of suspense preceding the rescue of the twenty-two survivors.”

“The Speaker proposed a vote of thanks to His Excellency the Governor, for his kindness in presiding on the occasion, which was carried by acclamation ; and the meeting adjourned. — RICHARD GRAVES MACDONNELL, Governor-in-Chief, Chairman.”

Amongst the speakers on this occasion, Mr. J. H. Barrow, M.L.A., animadverted in strong terms upon the conduct of the Victorian Government from the backwardness exhibited by the Chief Secretary in aiding the efforts of the people to rescue their suffering fellow-colonists on the wreck ; and the excuse which that Member of the Government made to the deputation, asking for a guarantee of extra insurance on the “Lady Bird” steamer, that he must take the “constitutional course,” and consider upon it. The following extract from the report of the meeting illustrates the feeling manifested on the occasion, which we should not transcribe here, if the views of the speaker were not these, as they assuredly are, of every lover of humanity and denouncer of the “circumlocution office” :—

“At the public meeting held in the Exchange, Adelaide, on Monday last, the Governor in the chair, for the purpose of forming a reward fund, for the gallant men who rescued the survivors from the wreck of the ‘Admella,’ the conduct of Mr. O’Shanassy and his colleagues was thus animadverted upon by J. H. Barrow, M.L.A., amidst the plaudits of the assemblage :—He (Mr. Barrow) never for a moment suspected the courage or the humanity of the people of Victoria. The self-same feeling that absorbed the public mind here thrilled simultaneously through the hearts of the people in Melbourne. They also felt that the cause was theirs—the sorrow and the responsibility also theirs. And why should they not ? Were there not the wives and children of Victorian husbands on board that vessel ? Men and women returning to their families in Victoria rendered it impossible to regard the ‘Admella’ as a South Australian vessel solely. No ; the

vessel and passengers fairly represented both colonies, and it was proper that both colonies should sympathise in the dreadful calamity which had overtaken it. (Hear, hear.) Without wishing to offer any remark that was incompatible with the greatest respect for His Excellency, it was his (Mr. Barrow's) opinion that the Victorian Government betrayed in that matter great heartlessness. (Applause.) It had been said that even upon the strand near Mount Gambier that there were men mean enough to filch away the blue shirts which had been fastened to the raft; but it was a greater shame to a responsible Government to allow so many human beings to cling to a wreck and not burst the bonds of red tape and send to their relief. It was not that the Chief Secretary of Victoria had no heart, but it was environed in forms and enveloped in red tape—(hear)—he would make no effort to save the poor people if he could not do it constitutionally and in due form. (Hear, hear.) However, gentlemen would have an opportunity next day to read the correspondence which had taken place, in which the Chief Secretary (O'Shanassy) declared that he could not undertake any steps which involved an expenditure of money that had not been authorised by Parliament. (Hear, hear.) If it was constitutional to leave people to die until all the forms of the circumlocution office was complied with, he was sick of it. (Applause.) But he did not believe that such was the Constitution of Victoria any more than it was of South Australia. There was a general election in that colony, and he was gratified to see that in every case the candidates were asked to support an inquiry into the conduct of the Government in relation to the 'Admella.' He had not met a case in which any one ventured to defend, although some palliated, the conduct of the Chief Secretary of Victoria."

Thus it is, amongst the noblest acts of man there are always some shades in the bright picture of his destiny. Fain would the humble chronicler of this sad event in the history of our embryo nation, draw the curtain over aught that would damage the sombre, yet bright, colouring of his picture; but, as the circumstance mentioned by the South Australian Legislator in such eloquent language became a portion of the public history of the colony for the time being, the narrative would be incomplete in its

relation of the attendant circumstances on the shipwreck, if it was omitted. In the foregoing portion of our tale it has been our pleasing task to record the noble exertions of those men who braved the dangers of the deep to rescue their fellow-men from a frightful doom, and likewise the generous hearts who have come voluntarily forward to "reward the brave and relieve the distressed." What shall be said of those who withheld their assistance in aiding the generous efforts of their fellow-colonists? It is not our part to condemn a method of procedure sanctioned by the laws of the Constitution, but we cannot refrain from observing that in obeying the one code, a greater law has been transgressed—viz., the law of humanity, to which all other human laws are subservient. Doubtless the delinquents are punished in themselves by a qualm of remorse for their backwardness, when the acclamations of the people, welcoming the arrival of the rescuers, was heard resounding along the streets and public places, within hearing of their official residences.

In pursuance of the resolutions passed by the public meeting at the Chamber of Commerce, the Melbourne "Admella' Relief and Reward Fund," appointed upon that occasion, set vigorously to work in collecting subscriptions for the object in view. Without detracting from the labours of the other gentlemen who cheerfully undertook a portion of the task committed to their care, the Honorary Secretary and Treasurer, J. H. Blackwood, Esq., deserves the thanks of the community for his untiring zeal and sacrifice of time in managing the details of collection, and becoming the responsible custodian of their munificent contributions.

That the Committee had undertaken a responsible task was quickly discovered by the conflicting statements sent in from various quarters, concerning the merits of the several individuals who assisted in the rescue. Some jealousy was exhibited by parties at the honours heaped upon the first to carry the welcome tidings to Melbourne, but this was partly dispelled when it was known that the honor rendered to those present, was meant to include all

who were absent. For the information of the members, and in order to assist in deciding the amount of awards to be given, these statements were printed *in extenso* for the use of the Committee—extracts from which have been given in the body of the narrative.

With the view also of making the awards uniform between the two colonies, the Melbourne Committee proposed to their Adelaide *confreres*, to amalgamate the funds of both, and make one general distribution, but to this proposition no definite reply was forwarded, so they had to decide upon the dispensing of the Victoria fund alone, which included the Portland subscriptions. These as it will be seen on reference to the report of the Committee at that town, was very nearly all expended in disbursing the bills for medical attendance sent in by Messrs. Macdonald and Brewer; the hotel bills, and sundry other items incurred, in attending to the bodily wants of the sufferers, besides furnishing the most needy with clothing, and small supplies of money to carry them to their destinations.

Next came the most onerous portion of the task—whom to Reward and how to apportion the awards. After considerable discussion it was resolved, that gold and silver medals should be given to those only who had imperilled their lives in an open boat. The gold medals to be given to the leaders of the boats crews, and those of silver to the men, including the two sailors who came on shore from the wreck, and gave the first intelligence. To apportion the pecuniary rewards was a more difficult matter to settle. At last it was proposed that a fixed sum should be laid aside for this purpose, amounting to one-half the fund collected, and take the opinion of the subscribers at a public meeting to retain the other moiety in establishing a Sailors' Home in Melbourne. This proposition met with the unanimous approval of the committee when it was broached, but the result of the public meeting has not yet transpired. The names of the recipients, the services rendered by them, and the honorary and pecuniary awards granted will be found in the appendix, as well as the names of those who rendered assistance, for which the Committee have sent

them letters of thanks.* Besides the rewards, a tablet is to be erected in the Hall of the Chamber of Commerce, after a neat design, with the names of the rescuers engraved thereon under a suitable inscription. The design for the medals, approved of by the Committee, emblazons the cover of this work.

The principal award for "Relief" which came within the duties of the Committee was the case of Mrs. Harris, the widow of the master mariner who accelerated his death by diving for provisions. Being left destitute in Adelaide with a young family, she has received the highest awards of both committees, as will be seen in the appendix. Under this head the claims of any relative of the brave Dane Soren Holm has not been forgotten, and a sum has been laid aside should any sister, brother, or parent claim the award as given by a grateful community irrespective of class or country, to shew their appreciation of bravery in moments of danger. Other claimants applied for relief which the Committee decided upon favourably or otherwise after due inquiry into the merits of each case.

That the awards of the Committee will meet the approval of every one is not to be expected. The gentlemen belonging to that body who have devoted most time for the consideration of this question—and who, as it generally happens in such cases, form only a minority of the whole—have been guided by the strictest impartiality in their decisions, therefore they are entitled to the thanks of the community in distributing the donations at their disposal. At the commencement of their labours it was never anticipated that the subscriptions would increase to the amount which they have done, consequently they have used their best judgment in recommending that only one moiety of it should be dispensed, trusting that the subscribers will endorse their recommendation to apportion the other half in founding a Sailors' Home in the Port of Melbourne—a proposal, which we are satisfied will meet with the appro-

* See Appendix (D).

bation of the brave fellows who rescued the survivors of the ill-fated "Admella." It will be a proud day for them when they can point to a handsome building for this purpose, (some of whom may possibly inmates,) and say that they laid the foundation of the Institution by waiving a portion of their rewards, received from a generous public in the cause of humanity.

Of the manner in which the first fund was collected and expended for extra insurance on the "Lady Bird," and coal consumed on the trip, the particulars will be found in the report by Wm. Bayles, Esq., and J. H. Blackwood, Esq., who, besides subscribing liberally, undertook the onerous task.* Much credit is due to Mr. Bayles, who had the special charge of this fund, for the careful and judicious mode in which it was expended.

* See Appendix (E.)

CHAPTER VIII.

CONCLUDING REMARKS.

Reflections on the conduct of Individuals mentioned in the Narrative, not in Judgment but Instructive—Inquiry into probable cause of Wreck—Evidence unsatisfactory—Strong current chief influence—Captain of the “Admella” navigated the Passage a hundred times—Too much confidence often begets disaster—Incorrect Charts of the Coast from Cape Otway to Guichen Bay—Gowtan’s political Views on the Subject—Incident of Soren Holm referred to—Horne’s Communication to the *Argus* on the subject; also Life-buoys and Swimming—Conclusion—Less interest in Narrative to Strangers than Colonists—Moral teachings to the Millionaire, the Gold-Digger and Religious Devotee—Dispassionate Sentiments of Contemplative Mind—Liberal Donations; if they express equally generous feelings, then the WRECK OF THE “ADMELLA” has not happened in vain.

IN the course of the foregoing narrative of the most disastrous shipwreck which has occurred on the Australian coast, and one which has few parallel cases of mental and bodily suffering in the whole annals of such catastrophes, the intelligent reader will have remarked many circumstances arising out of the unfortunate chain of events, which, if greater foresight had been displayed, and the slightest precautions taken, the sad occurrence

might have been averted, or the sufferings of the shipwrecked people mitigated. Let it not be understood, however, that the Author, in venturing to give his opinions, and to make any remarks upon the events narrated, that he does so in judgment against those whom he considers to have erred, but he is simply desirous of pointing out what he conceives to be neglect or unskilfulness on their part, so that should any one who peruses these pages be unfortunate enough to encounter similar dangers and privations, they might profit by the sad experiences of others. It is the old story of the battle being lost for want of a shoe-nail, combined with the overbearing confidence of those to whose care the lives of so many of our fellow-creatures was committed.

How this sad occurrence happened is given in the preceding chapters as impartially and faithfully as the Author could do ; but wherein lay the cause of the catastrophe has not been satisfactorily explained, and in all probability never will be. The general impression at first, that the "Admella" had been put off her course "in shore" while the race-horse Jupiter was being secured, is fully contradicted by the evidence of the Captain, and several of the passengers saved, who were witnesses of the circumstance. On that occasion, they state that the vessel's head was put "out to sea," and kept under steam for about an hour, so that she ought to have made an offing, under ordinary circumstances, of at least five miles, when her course was resumed as before—steering S.E. by S., which was subsequently altered to S.E., and S.E. by E. just before the vessel struck. As it was thick and murky at that time, with lightning in the heavens during the night, it was presumed by the Captain that the electric state of the atmosphere had disarranged the compasses. Such might have been the case in some degree, but the true agent of destruction was in all probability the current, having set "in shore stronger than usual, with heavier rollers" from the S.W., which the mate or the Captain had not allowed for sufficiently in steering the usual courses.

Be this as it may, and although we have no desire to accuse either of these mariners of unskilfulness as navigators, or negligence as sailors, still we are not altogether sure that they are entirely free from blame. The Captain is reported to have made the passage between Melbourne and Adelaide, and *vice versa*, more than a hundred times, and was thoroughly conversant with the coast, where he could navigate his vessel safely in all weathers, and through every current, while he had made the *shortest passage* from port to port of any of his contemporaries. May not the latter fact partly account for it in this way—that finding he had lost time by putting the vessel off her course, he was anxious to make up for it by “hugging the land,” as nautical men express it, he being so confident of his knowledge of the coast, that he could run no danger, so long that a good look-out was kept, which was unfortunately entrusted to the mate at the time the ship struck on the reef. For ourselves, we are always suspicious of the navigation of these too-confident master mariners, who boast of being able to sail on the verge of destruction with perfect safety; and would at all times prefer sailing with an over-cautious skipper, or even a timid sailor, who gives a lee shore a good wide berth.

Of the deceitful nature of these currents, the incorrectness of the ordinary charts of the coast, and the desirability, if not the necessity of an immediate re-survey of the inter-colonial shore from Cape Otway to Cape Northumberland, and from thence a careful inspection of the reefs as far as Guichen Bay, there can be no doubt. The following practical communication on the subject, inserted in the *Argus*, deserves the utmost publicity, and the serious attention of the Governments of Victoria and South Australia:—

“TO THE EDITOR OF THE ARGUS.

“Sir,—The late wreck of the ‘Admella’ prompts me to crave the attention of my fellow-colonists, to a public work, which I regret has not hitherto been attended to (if even thought of) by the Governments of this colony and South Australia. I was for some years a shipmaster, trading be-

tween the different ports of Australia, and many an anxious night and day have I spent, caused by the fact that the only charts then at my disposal were those compiled from the surveys of Flinders. Of late years the surveys of the Beagle have been public property, through the Admiralty-office of Great Britain; and I have noticed that the Government of this colony have sanctioned the expenditure (from the public revenue) of a sum for a correct 'survey of the Bay of Port Phillip.' But I am not cognizant of any other official charts having yet been published wherein the coast line from Cape Otway (in this colony) to Encounter Bay (in the colony of South Australia) has been accurately delineated, excepting the Victorian Government charts of the ports of Portland, Belfast, and Warrnambool. The necessity for this work I will endeavor to illustrate by what has come under my notice.

"First. As to the knowledge of any sheltered nooks on this line of coast where the shipmaster, finding himself on a lee-shore during a tempest, might run his ship, and perhaps prevent loss of life.

"Secondly. As to the existence of reefs, or sand-banks, not laid down upon any chart.

"Thirdly. Showing the necessity for the ocean currents being accurately examined and reported upon.

"First. Flinders' charts only represent this coast line by dotted lines, which every mariner is aware, indicates that the coast has not been accurately surveyed, consequently they are not to place confidence in them. In 1839 the barque 'Children,' the property of the Messrs. Henty, on a voyage from Launceston, Van Diemen's Land, to Adelaide, was, during the continuance of a heavy westerly gale, drifted upon a lee-shore, and she was wrecked upon the Bold Projection—the Captain and some twelve or fifteen souls perished. The survivors discovered that had the vessel been run ashore one quarter of a mile farther north than she was, in place of going upon rocks, she would have run into a nice sandy bay, where, although the ship and cargo would have been lost probably, all lives would have been spared. The 'Schomberg' (although further in-shore than a prudent captain would have taken her) was 'about,' and standing off shore, when she struck upon a sandbank not then known to exist. About thirty months since the captain of the 'Champion' steamer, on his way from Portland to this place, discovered a reef of rocks

lying about three miles off the coast, near the mouth of the Shaw River. A careful coasting captain would not go so close in-shore with his sailing vessel, but steamers appear to be fond of keeping close in-shore.

“Respecting the ocean currents, I would call the particular attention of scientific men to the fact, that a few days after the wreck of the ‘Schomberg’ (which occurred about forty-five miles south of east from this port), an iron tank filled with flour, a cask of vinegar, and other matters from that vessel, were picked up on the shore beach of this bay. Some days after the wreck our beach was strewed with pieces of the wreck of the ‘Admella,’ which occurred about 100 miles north of west from this port. On one occasion, on my way from Adelaide to Launceston, Van Diemen’s Land, I fancied my ship near Cape Otway,—I found myself near the Harbinger Reefs, off King’s Island. A current must have set me to the south of east. To a similar cause I attribute the wreck of the ‘Cataraqui,’ and the loss of over 400 souls. On another occasion I was off Moonlit Head, bound here, and deemed it prudent to haul off the coast, as I could not reach this port before dark. At eight on a summer’s evening Moonlit Head bore due E. seven or eight miles, my course to this port was N.W. by W., the wind moderate from S. to S.S.W. I shortened sail, and stood off shore close upon the wind. My vessel never fell off to the N. of W., and went through the water from three to four miles per hour. At two o’clock in the morning I heard the roar of the surf, went aloft, and plainly saw the surf astern, and on my lee. I at once made sail, and at four o’clock (fortunately daylight) my ship was not more than ten miles from the “Bold Projection” (any nautical man will understand this statement); consequently I must have experienced a very strong current setting to the north of west. I will at the same time (to protect myself from the imputation of want of skill in having found myself in these awkward positions) appeal to any master of a sailing vessel upon these coasts, whether at one time or another he has not experienced similar occurrences. But I will state two circumstances which will further illustrate what I wish to explain respecting the ‘ocean currents.’ One morning two vessels were seen running for this port, and the movements of one plainly indicated that the people on board did not know where they were. Captain Campbell, the present Harbour-

master at Melbourne, boarded this vessel, and found her captain had mistaken this port for Port Phillip Heads. In the meantime, the other vessel hauled her wind, and stood out to sea. On board the latter vessel (the 'Look In') was a man who had been whaling here, who informed his captain that he was not off Port Phillip Heads. These schooners were from Launceston, Van Diemen's Land, bound for Melbourne. Not long since a vessel was running in here, and was boarded by our Harbourmaster, who had difficulty in convincing her captain that he was not off Port Phillip Heads. This latter vessel was from England, but the two schooners must have experienced an extraordinary current, as neither captain could tell how he got off Cape Otway. The several wrecks which have occurred near Cape Northumberland (namely, a vessel supposed to be the 'Maroon,' in 1851, where not one soul was saved, and the wreck only discovered by dead bodies being found along the coast; the 'Nene Valley,' 'Iron Age,' &c., and now the 'Admella'), it is to be supposed, were placed out of the positions their commanders imagined themselves to be in by the force of an unknown current. So long as our Government had at its disposal for such purposes only sailing vessels and whale-boats, I did not deem it prudent to direct the attention of the public to this great want; but, now that they have the steamer 'Victoria' and life-boats at their command—and, as has been proved by the case of the 'Admella,' men who have the ability and courage to work these boats—surely the time has come when this portion of the Australian coast should be surveyed, either at the expense of the British or Colonial Government. Should the latter have to pay the cost, I feel certain the importance of the work will be so fully acknowledged, that neither my fellow-colonists nor those of South Australia will object to have its cost charged to the general revenue of their respective colonies.

“JOHN COWTAN.

“Port Fairy, October 4, 1859.”

Among the many painful incidents which strew the narration with mournful regrets, perhaps the most affecting, and at the same time the direst mishap which occurred subsequent to the vessel striking, was the loss of that brave sailor, Soren Holm, through the insecure

fastening of the line. We have no desire to recur to the particulars, but we have heard upon good authority that the slovenly knot was made by the Captain himself. Of this incident, and that of the second mate endeavoring to reach the shore by means of a clumsy life-buoy, we have pleasure in appending a communication by a good authority on such matters, as well as the important accomplishment of swimming :—

“TO THE EDITOR OF THE ARGUS.

“Sir,—Now that the painful excitement caused by the wreck of the ‘Admella’ has abated, and the health of the survivors is in a fair way of being re-established, will you permit me to offer a few words on the unnecessary loss of life which has occurred? My only motive is the hope of preventing a recurrence of such disasters in similar cases of wreck.

“The first attempt made at lowering a boat was a failure, not in consequence of the sea or the wind, but the fouling of the tackle. This fouling of the tackle, or its bad management in other respects, happens almost invariably during great excitement when a boat has to be suddenly lowered. Everybody knows this, and every seaman ought to know that a simple machinery has been invented several years ago, by means of which a boat can be lowered flat upon the water by a single person. Scarcely any vessel is ever provided with such a tackle, and the consequence is, a boat that is suddenly lowered, under exciting circumstances, always arrives end-on, or on one side, and is instantly swamped. This is common in all weathers; but during a gale such a result is almost certain where life is in danger.

“The next thing to which I wish to call attention is the courageous act of Soren Holm, who volunteered to swim with a rope to recover the swamped boat. The rope selected was not long enough. Had they not a longer rope? At any rate, the bending an additional piece would only require a careful seaman’s hand. Several seamen were there, and surely the important service would not have been left to a landsman? Be it as it may, the ends of the ropes were inadequately put together—got loose—and the brave Soren Holm was lost. The boat, therefore, by means of which many lives, and perhaps all, might have been saved, was lost with this poor sailor.

“We next find in the narrative of one of the survivors, that Mr. Magarey, when struggling in the water, near the wreck, had a rope thrown to him. He caught the rope; and we are then told that “the person” who had hold of the other end, let it slip through his fingers! Surely the confusion of the moment must have caused the writer of this statement to be in some error? Is it possible, with all those still on the wreck, that only one person could be found to hold a rope, on which the life of a fellow-creature—any living creature—not to speak of a friend and fellow-passenger, depended? There must be some mistake here, must there not?”

“But how are we to understand the loss of the self-devoted and too confiding cabin-boy? I beg to state most distinctly, that none of these comments are intended as reproaches against anybody in particular, nor against any persons collectively, inasmuch as the narrators of these events may not clearly have seen all that occurred, and at the same time their own lives probably depended upon the life of the boy over whom they should have been so watchful, for every conceivable reason, and for every human feeling. Additional pieces of rope are bent on, to enable him to reach the boat, when suddenly “somebody” lets the rope slip out of his hands, and the heroic boy, together with the boat, which might have saved them all, is carried out to sea.

“Again, it appears that this precious charge is left in the hands of a single person. Can this really have been so? Could it have been left in the care of some landsman, whose fingers were benumbed with the cold, and with several seamen standing near? The statement to me seems incredible. I feel sure, Sir, that the public are entitled to some explanation of these most perplexing and painful circumstances. I have touched this subject as tenderly as possible, considering the dreadful punishment which ensued to all on the wreck, in consequence of the boats being lost, with the lives of those who swam to recover them.

“What effect, Sir, do you suppose these statements, if really representing the facts, are likely to have upon swimmers, on any similar occasion? Not very much, I believe, if the wind and tide are shorewards, even with breakers between; but with the certainty of being taken out to sea, if two or three people, seamen or not, cannot hold fast the end of a rope on which all their lives, probably, depend, and th

swimmer's life, as the first condition, it may be fairly questioned whether the finest swimmer would not hesitate, if the recollection of the fate of poor Soren Holm, of the 'Admella,' should cross his mind.

"Permit me to add, while on the subject, that it seems not improbable but that Mr. Magarey might have reached the shore; and as to the mate, I have little doubt but he would have safely landed had it not been for the life-belts they both wore. These air-belts are only fit for persons who cannot swim, or very imperfectly; in other cases, they are not only incumbrances, but they retard, or utterly thwart the will and the efforts of the wearer, and reduce him to the condition of a float or a buoy at the mercy of the waves.

"Let me again express a hope that some satisfactory explanations will be given with reference to the painful accidents to which I have, with considerable reluctance, begged to call your attention.

"I am, Sir, yours, &c.,

"R. H. HORNE."

In conclusion:—As already observed, the foregoing narration in its details, as far as it presents to readers who have no local interest in the Australian colonies, a harrowing tale merely of shipwreck, contains nothing new that the chronicles of human suffering have not registered in a thousand instances of the kind before; and as to the actual loss of life, local wrecks have been mentioned wherein this has occurred in a four-fold degree. What renders it remarkable, not only in Australia, but throughout the civilised world, are the attendant circumstances which have developed in a striking manner the most generous, and at the same time, some of the most selfish instincts of our nature.

The moral teachings disseminated by such a narrative as this are many and profitable to mankind generally, but specially instructive to every thinking member of the motley communities which have settled down on the Australian shores. In this golden province of Victoria, it is to be hoped that some good will result from these awfully practical lessons, and that the efforts of the

humble narrator have succeeded in placing the lights and shadows of his word-pictures where they may improve the minds and hearts of his fellow-colonists. *Millionaires*, luxuriating in the comforts of their stately mansions, will shudder doubtless at the wretched plight some of their own class were subjected to by the eternal laws of Nature on that foam-girt rock ; for such may be their own lot some day, and in thinking thus, it is to be hoped that they will become of the "earth less earthy." Hardy gold-diggers emerging from their subterranean labours on *terra firma*, disconsolate and disheartened in their search for the coveted metal, will read with moistened eyes the sufferings and dangers encountered by their fellow-toilers on the unstable deep, and they may return to their occupation with a more contented spirit. Religious devotees, kneeling in their soft-cushioned pews, murmuring mechanically their orisons to the seductive harmony of the organ, will, it is to be hoped, become more earnest and sincere in their devotions, when they think of that awful prayer meeting within the shattered hull of the ship, amongst a group of despairing humanity, whose murmurings were ever and anon drowned by the roar of the merciless surge, as it thundered against the iron frame without, like the dread knocking of Death for another victim at the gates of Life.

Whilst thus each individual or family in our social sphere may derive lessons of comfort or reproof, as their natures are sensitive or callous, the contemplative mind, less influenced by the allurements of wealth, or that ambition which hardens the heart, looks with pity and compassion upon the dreadful sufferings of his fellow-creatures ; while a thrill of gladness glows within him at the bright gleams of love between man and man, which lighten up the picture. And thus he ruminates on those who have so generously laid their contributions on the altar of Relief and Reward : If, in proportion to these gifts their future social relations towards each other become expanded in this land of their adoption—a land far away at the uttermost parts of the earth from that glorious mother-country

which instilled into them with the milk-draughts of their infancy, a love—a passion—for deeds that are brave, generous, and honourable—if the result be as indicated, even among a small portion of this community, then may it be said with truth, that out of sorrow cometh gladness! out of woe springeth joy! and this melancholy tale of HOW THE “ADMELLA” WAS SHIPWRECKED has not been written in vain.

APPENDIX (A).

List of passengers and crew of the "Admella," as near as could be ascertained by the Author from the many conflicting lists published. Of the correctness of the total numbers who left Port Adelaide, he gives the Melbourne agent of the vessel as his authority ; but in the absence of a detailed list of the names of passengers and crew he has been obliged to guess at some of those numbered among the lost, not only as to their names, but whether they belonged to the crew, or were only passengers. Probably the non-publication of the complete list of the latter arises from the fact that some of them came on board after the vessel had cleared at the Customs—a matter which, under any but the melancholy circumstances herein narrated, would bring down censure upon those who sanctioned such a breach of port regulations.

LIST OF THOSE SAVED.

PASSENGERS :

Miss Ledwith, Adelaide	...	...	...	Cabin.
Benjamin Rochfort, Adelaide	...	...	...	do.
Hurtle Fisher, Adelaide	...	...	...	do.
James Miller, Victoria	...	...	...	do.
Thomas O'Halloran	...	...	...	Fore-cabin.
Thomas Richardson	...	...	...	do.
Patrick Carrick	...	...	...	do.
Michael Forrester	...	...	...	do.
Hugh McInnes	...	...	...	do.
Andrew, servant to Mr. Rochfort	...	...	...	do.
James Webb	...	...	...	do.

CREW :

Hugh McEwen, master.
 James Hutcheson, first mate.
 G. B. McNair, purser.
 George Hills, fore cabin steward.
 George Ward, cabin boy.
 John McDermott, second cook.
 David Peters, fireman.
 Robert Wright, trimmer.
 Robinson Duckering, lamp trimmer.
 Charles Locke, able seaman.
 John Welch, able seaman.
 Robert Knapman, able seaman.
 John Leach, able seaman.
 In all twenty-four individuals.

LIST OF THOSE LOST.

PASSENGERS :

James Magarey, Geelong	...	...	...	Cabin.
——— Holbrook, Adelaide	...	...	...	do.
Dr. Vaux, Ship Norfolk,	...	...	...	do.
——— Whittaker, Adelaide	...	...	...	do.
George Fisher, Adelaide	...	...	...	do.
Miss Nugent, Adelaide	...	...	...	do.
——— Harris, master mariner, Adelaide	...	...	...	do.
Mrs. Goode	...	...	...	Fore-cabin.
Patrick Lennan	...	...	...	do.
Mrs. Lennan	...	...	...	do.
John Watson	...	...	...	do.
Mrs. Watson and two children	...	...	...	do.
Mrs. Ramsay	...	...	...	do.
Fernando Bade	...	...	...	do.
George Watkins	...	...	...	do.
Hester Watkins	...	...	...	do.
Charlotte Short and four children	...	...	...	do.
Benjamin Baker	...	...	...	do.
Mrs. Coxell and child	...	...	...	do.
John Battrick	...	...	...	do.
Mrs. Bowie	...	...	...	do.
Mrs. Keith and four children	...	...	...	do.
Edwin Chambers	...	...	...	do.

George Forrester	...	...	...	...	Fore-cabin.
Mrs. Forrester	...	...	...	...	do.
Eliza Paul	...	...	...	...	do.
John Tregeagle	...	...	...	...	do.
Patrick Arthur	...	...	...	...	do.
J. Carmichael	...	...	...	...	do.
James Davidson	...	...	...	...	do.
J. Davis	...	...	...	...	do.
Wilhelm	...	...	...	...	do.
Alfred French	...	...	...	...	do.
Mrs. Gold	...	...	...	...	do.
Henry Grosse	..	...	...	...	do.
Edward Haynes	...	...	...	...	do.
Wilhelm Hermann	...	...	...	...	do.
Edwin Jackson	...	...	...	...	do.
Mrs. Kerwin and three children			...	...	do.
Richard King	...	...	..	...	do.
Thomas Mensforth	...	...	...	...	do.
Mr. and Mrs. Murray	...	...	...	...	do.
John O'Brien	...	...	...	...	do.
William Rosewell	...	...	...	...	do.
William Taylor	...	...	...	...	do.
Walter Underwood, a youth	...	...	...	...	do.
Mrs. Weatherall	...	...	...	...	do.
Mr. Williamson	...	...	...	...	do.
Mr. Wood	...	...	...	...	do.

CREW :

Miss Clendinning, stewardess.

Margaret Meagher, fore cabin stewardess.

Soren Holm, able seaman.

J. Johnson, second mate.

James Hare, cabin steward.

Simon Munro, first engineer.

Walter Brown, second engineer.

J. Orr, first cook.

Two assistant stewards.

Three seamen.

APPENDIX (B).

EXTRACTS FROM THE REPORT OF THE PORTLAND COMMITTEE.

The "Admella" was expected to have arrived at Portland on the afternoon of the day on which she was wrecked; her non-arrival, however, did not excite much attention, as it was thought she might have been late, and passed in the night without calling.

The first intimation of the disaster was a telegram from Mount Gambier received on Monday, the 8th August, stating that she was wrecked off Cape Northumberland, near the place where the "Nene Valley" had been lost a few years since; that the intelligence had been conveyed to the light-house at Cape Northumberland by two of the crew who had got on shore on a raft. The same day a list of the passengers, officers, and crew, known to be on board, was obtained by Messrs. Lord and Croaker from the agents of the vessel at Adelaide.

At this time there was not a single vessel in the harbor, except the "Ruby," a small steamer intended for the Murray navigation, on her way from Melbourne, which was disabled, and consequently unserviceable.

On Tuesday, the 9th August, a telegram was received from Mount Gambier, stating that the "Corio," from Port Adelaide, would be at the wreck that night.

On Wednesday, 10th, another telegram stated that the "Corio" had not arrived, but a boat was being got down from the light-house.

On the same day a telegram was received by Messrs. Henty and Learmonth from Belfast, stating that the "Lady Bird," which should have arrived at Portland that afternoon, was ordered to the wreck; and at three p.m. she was seen about seven miles off, passing the bay at full steam. Mr. Learmonth then telgraphed to Belfast, inquiring whether the Harbormaster, Mills, was on board, and the Belfast life-boat with him? The answer was in the negative. The same afternoon another telegram announced the arrival of the "Corio," and that an unsuccessful attempt to reach the wreck from the shore had been made with the life-boat of the "Admella."

The survivors were received at three of the principal hotels in Portland, where preparations had been made for their reception, with the exception of Mr. Fisher, who was removed to the residence of Mr. Learmonth, Mr. Miller to that of Mr. Croaker, and Miss Ledwith—the only female survivor—was received by Mrs. Huxley at her own house. Every care and attention was paid to all of them, and they rapidly recovered their health and strength, with the exception of George Hills, fore-cabin steward, who was badly injured when the wreck parted by a mast falling on him, breaking his thumb and severely injuring him internally. It is one of the most remarkable features connected with the event, that being so severely injured, he should have lingered so long, and at length recover. Geore Ward, cabin-boy, also is still suffering severely from pains in his legs; it was at one time thought that amputation would be necessary, but happily, under judicious treatment, this has not been required.

On the 16th August a public meeting of the inhabitants of Portland, convened by the Chairman of the Municipal Council, was held, at which a Committee was appointed to raise subscriptions, and to communicate with the Committees being formed in Melbourne and Adelaide, and the sum of £700 has already been subscribed, but other contributions are expected from different parts of the country round Portland.

On the 18th August news reached Portland that the body of Mr. Magarey had been found about thirty miles off on the beach, west of Bridgewater. The Coroner, on being applied to, directed it to be removed to Portland for the purpose of holding an inquest. Mr. Rochfort having taken on himself all expenses which might be incurred, the body was accordingly brought to Portland, and an inquest was held, which resulted in a verdict of "Found drowned." Mr. Magarey's son in the meanwhile arrived, and he caused the remains to be removed to Geelong for interment.

Without wishing to detract in the slightest degree from the merit due to Captain Greig and his crew, it is considered that the highest praise is due to Captain Fawthrop, who commanded the life-boat on both attempts; Coxswain Rosevear, who on both occasions steered the boat; Mr. Johnstone, a landsman, who went the first time in the life-boat, and fired the rockets, and in doing so, severely injured one of his hands, from the effects of which he will never quite recover; and the crews who manned the life-boat on the two occasions, whose names are set forth in Captain Fawthrop's official report; next to these should be ranked the crews who on the two occasions manned the whale-boat in attendance on the life-boat. At the same time it is not wished to detract from the merits of those brave men, who, after many attempts to come off from the shore, had succeeded in landing the Captain of the "Admella" and two others: the full particulars of their proceedings will appear in the appended report of Messrs. Power and Lyon, of Mount Gambier. There is, doubtless, merit due to the Captains and crews of the "Ant" and "Corio," particularly the boat's crew of the "Ant," who gave great assistance in towing off the life-boat after the rescue.

As soon as the survivors were pronounced convalescent, and a desire had been expressed by some of them to proceed to their several destinations, a Committee waited on them and took down a short statement from each as to the circumstances, the losses they had sustained, and any facts they might wish recorded; and particularly took full statements from James Hutcheson, the chief officer, and David Peters, fireman, as to what had come under their personal knowledge. A copy of all the evidence is included in the Appendix to this Report. Mr. Rochfort's statement, which has already appeared in the Adelaide papers, is also included; also that of Mr. Miller, a cabin passenger; one from Mr. Learmonth, and another from Mr. Croaker, the agent of the vessel in Portland. Captain Fawthrop's official report, extracted from the "Melbourne Gazette," is also appended.

It is to be hoped that the services of the Portland life-boat will never again be required on this coast, but the present opportunity is embraced of referring in the highest terms to her noble qualities.

From the evidence of eye-witnesses it is understood that on two occasions she was completely submerged, but righted herself almost instantly. The general feeling amongst those brave men who manned her was, that they would have no hesitation in venturing in such a boat through any sea, as it is impossible to capsize her. It is, however, suggested that other means should be placed at the disposal of the Harbourmaster at Portland—such as rockets, lines, and any other appliances that professional men may recommend—so many wrecks having occurred within the last few years off Cape Northumberland. Attention is also directed to the evidence of Hutcheson, the chief officer of the “Admella,” from which it may be strongly inferred that had there been a light-house at Cape Nelson, this wreck might not have occurred, as the vessel would have kept further to seaward, with a view to making Cape Nelson, without coming to sight the Northumberland light.

Signed on behalf of the Portland Committee, 20th September, 1859.

PHILIP SCOTT }
C. CROAKER } Joint Secretaries.

APPENDIX (C).

LIST OF SUBSCRIBERS

TO THE

REWARD AND RELIEF FUND.

COLLECTED IN MELBOURNE.

			£	s.	d.
Messrs.	Gideon Rutherford	..	250	0	0
	Robert Power	...	100	0	0
	E. B. Green	...	52	10	0
	W. Nicholson and Co.	...	50	0	0
	Gilles, Nicholson and Co.	...	50	0	0
	Klingender and Co.	...	50	0	0
	Fanning, Nankeville and Co.	...	50	0	0
	Henry Miller	...	50	0	0
	Dennistoun, Brothers and Co.	...	50	0	0
	P. A. C. O'Farrell	...	26	0	0
Sir	Henry Barkly	..	25	0	0
Messrs.	Brown and Stewart	...	25	0	0
	De Pass Brothers and Co.	...	25	0	0
	Cleve Brothers and Co.	...	25	0	0
	Sichel and Co.	...	25	0	0
	W. Degraives and Co.	...	25	0	0
	David Moore	...	25	0	0
	W. Philpott	...	25	0	0

			£	s.	d.
Messrs.	W. M. Bell and Co.	...	25	0	0
	Joshua Brothers	...	25	0	0
	Fraser and Cohen	...	25	0	0
	Vaughan and Wild	...	25	0	0
	Grice, Sumner and Co.	...	25	0	0
	Rolfe and Bailey	...	25	0	0
	G. W. Cole	...	25	0	0
	Bright Brothers	...	25	0	0
	T. H. Power	...	25	0	0
	McPherson, Francis and Co.	...	25	0	0
	W. Powell and Co.	...	25	0	0
	R. Towns and Co.	...	25	0	0
	Callender, Caldwell and Co.	...	25	0	0
	Holmes, White and Co.	...	25	0	0
	Charles Brown	...	25	0	0
	R. and P. Turnbull	...	25	0	0
Victoria Sugar Company		...	25	0	0
Messrs.	J. Murphy and Co.	...	25	0	0
	Kay and Butchart	...	25	0	0
	Dalgety and Co.	...	25	0	0
	Wm. Lyall	...	25	0	0
Bank of Australasia		...	25	0	0
Union Bank		...	25	0	0
Bank of N. S. Wales		...	25	0	0
London Chartered Bank		...	21	0	0
Messrs.	C. B. Wight	...	20	0	0
	Ray, Glaister and Co.	...	20	0	0
	T. Churnside	...	20	0	0
	Dove and Oswald	...	20	0	0
Professor Anderson		...	20	0	0
Melbourne Glee and Madrigal Society		...	20	0	0
Messrs.	Wilkinson Brothers and Co.	...	15	0	0
	E. Westby and Co.	...	15	0	0
	W. H. Bland	...	10	10	0
	H. M. Murphy	...	10	10	0
	Gibbs, Ronald and Co.	...	10	10	0
	Cairns, Wilson and Amos	...	10	10	0
	Sands and Kenny	...	10	10	0
	Charles Roberts	...	10	10	0
	Lorimer, Mackie and Co	...	10	10	0
	Briscoe and Co.	...	10	10	0
	A. G. McCombe	...	10	10	0
	Purchas and Sawyer	...	10	10	0
	White, Brothers and Co.	...	10	10	0
	Smith, Merry and Co.	...	10	10	0
	H. W. Farrar	...	10	10	0
	E. W. Umphelby	...	10	10	0
	W. M. Tennent and Co.	...	10	10	0
	H. A. Coffey	...	10	10	0
	J. F. Don and Co.	...	10	10	0
	Raleigh, Daughlish, White and Co.	...	10	10	0
	T. S. Martin and Co.	...	10	10	0
	John Clarke	...	10	10	0
	Bligh and Harbottle	...	10	10	0
	A. Wilson, Nephew and Co.	...	10	10	0
	A. Woolley, Nephew and Co.	...	10	10	0
E. A. Scottish Bank		...	10	10	0
Messrs.	Melchior and Co.	...	10	10	0
	Geo. Kirk	...	10	10	0
	Ryan and Hammond	...	10	10	0
	Bale, Dickson and Co.	...	10	10	0
	Henriques Brothers	...	10	10	0
	Fred. Fenton	...	10	10	0
No. 2 Pilots		...	10	10	0
Messrs.	Westgarth, Ross, and Spowers	...	10	10	0
	F. Fulton and Co.	...	10	10	0
	T. Brown, jun.	...	10	0	0

			£	s.	d.
Messrs. Robert Simpson	...	...	10	0	0
Smith, Adamson and Co.	...	...	10	0	0
Herald	...	...	10	0	0
Messrs. Henry Burge and Co.	...	...	10	0	0
J. Katzenstein and Co.	...	...	10	0	0
P. Langwill and Co.	...	...	10	0	0
J. Service	...	...	10	0	0
Smith, Strachan and Co.	...	...	10	0	0
No. 1 Pilots	...	...	9	9	0
Messrs. J. Levy and Son	...	...	5	5	0
J. A. Henry	...	...	5	5	0
T. A. Brown	...	...	5	5	0
Michaelis, Boyd and Co.	...	...	5	5	0
Porter and Robertson	...	...	5	5	0
Hall and Bakewell	...	...	5	5	0
Lord and Co.	...	...	5	5	0
Maguire and Co.	...	...	5	5	0
Hennith Brothers	...	...	5	5	0
R. W. Paterson	...	...	5	5	0
A Stranger	...	...	5	5	0
Messrs. Heape Brothers	...	...	5	5	0
J. Richardson	...	...	5	5	0
J. Welch	...	...	5	5	0
J. Thompson	...	...	5	5	0
Gilchrist and Greig	...	...	5	5	0
Butterworth Brothers	...	...	5	5	0
Walker Sloane and Co.	...	...	5	5	0
L. L. Campbell	...	...	5	5	0
Campbell Brothers	...	...	5	5	0
Macrorie and Co.	...	...	5	5	0
A. Sutherland	...	...	5	5	0
H. Langlands	...	...	5	5	0
Jennings and Coote	...	...	5	5	0
General Macarthur	...	...	5	5	0
R. Watkinson	...	...	5	5	0
J. W. Donnell	...	...	5	5	0
Robertson, Goodlet and Co.	...	...	5	5	0
J. Wisewould	...	...	5	5	0
Wallis Brothers	...	...	5	5	0
L. Stevenson and Son	...	...	5	5	0
C. Bradshaw	...	...	5	5	0
W. Hurst	...	...	5	5	0
W. F. A'Beckett	...	...	5	5	0
A. Cumberland	...	...	5	5	0
John Carson	...	...	5	5	0
J. C. Young and Co.	...	...	5	5	0
A. B. Donaldson	...	...	5	5	0
L. R. Scoltrich	...	...	5	5	0
Henry Clarke	...	...	5	5	0
G. B. Vaughan	...	...	5	0	0
Dickson, Williams and Co.	...	...	5	0	0
E. Baines	...	...	5	0	0
L. Rostron	...	...	5	0	0
W. G. Archer	...	...	5	0	0
M. Moss	...	...	5	0	0
A. Michie	...	...	5	0	0
— Holmes	...	...	5	0	0
Hines and Sandwell	...	...	5	0	0
Captain Ferguson	...	...	5	0	0
Messrs. F. Bryant	...	...	5	0	0
J. Blyth	...	...	5	0	0
W. C. Yuille	...	...	5	0	0
T. Stubbs	...	...	5	0	0
J. A. Sparks and Co.	...	...	3	3	0
O. L. Handbury	...	...	3	3	0
A. Henriques	...	...	3	3	0

			£	s.	d.
Messrs. F. T. Gell	..	...	3	3	0
J. Jamieson	...	...	3	3	0
Muttlebury and Co	...	...	3	3	0
A. Merson	...	...	3	3	0
W. Hickling	...	...	3	3	0
Younghusband and Co.	..	..	3	3	0
B. E. Brodrib	...	...	3	3	0
John Atkins	...	...	3	0	0
W. Macredie	...	...	2	12	6
Joseph Lukey	...	...	2	10	0
T. Martin	...	...	2	2	0
D. Ploos Van Amstel	...	...	2	2	0
A Friend	...	...	2	2	0
Messrs. Heyward and Co.	...	...	2	2	0
A Friend	...	...	2	2	0
Messrs. G. E. Staite	...	...	2	2	0
Gordon and Gotch	...	...	2	2	0
T. Maurice	..	...	2	2	0
W. Fairfax and Co.	...	...	2	2	0
G. Handyside	...	...	2	2	0
E. Hartley	...	...	2	2	0
G. J. Dickson	...	...	2	2	0
Henry Lange	...	...	2	2	0
E. L. Mcntefiore	...	...	2	2	0
King Brothers	...	...	2	2	0
Rev. D. J. Draper	...	...	2	2	0
Messrs. C. Flaxman	...	...	2	2	0
G. and R. Gallagher	...	...	2	2	0
B. J. Binney	...	...	2	2	0
A. Macarthur	...	...	2	2	0
N. Dennistoun and Co.	..	...	2	2	0
J. Topp and Co.	...	..	2	2	0
Houghton and Williams	...	...	2	2	0
F. A. Walsh	...	...	2	2	0
C. M. Bennett	...	...	2	2	0
N. G. Moule	...	...	2	2	0
M. McCrae	...	...	2	2	0
Septimus Martin	...	...	2	2	0
E. S. Harley	...	...	2	2	0
D. Wilhlem	...	...	2	2	0
Stewart, Carrick and Co.	...	...	2	2	0
J. Gregory	...	...	2	2	0
Inglis, Adam and Gresham	...	...	2	2	0
D. K. Gregory	...	...	2	2	0
White and Dickson	...	...	2	2	0
C. B. Smith	...	...	2	2	0
Bishop and Keep	...	...	2	2	0
W. Harris	...	...	2	2	0
J. L. Grindley	...	...	2	0	0
D. Masterton	...	...	2	0	0
J. W. Barnett	...	...	2	0	0
X. L.	...	...	2	0	0
John Carter	..	...	2	0	0
Hancock and Duffet	...	...	2	0	0
A. M'Cracken	..	...	2	0	0
J. L'Estrange	...	..	2	0	0
— Rhodes	...	...	1	1	0
T. Hubert	...	...	1	1	0
T. J. Loly	...	...	1	1	0
Batchelder and O'Neil	..	..	1	1	0
G. Winkfield	..	..	1	1	0
S. Downey	..	..	1	1	0
N. G. Mayfield	..	..	1	1	0
N. P. M'Gill	..	..	1	1	0
H. M. Garmmell	..	..	1	1	0
N. Lee	..	..	1	1	0
John Ellerker	..	..	1	1	0

				£	s.	d.
Messrs.	D. E. Thompson	..	..	1	1	0
	J. B. Houghton	..	..	1	1	0
	John McGregor	..	..	1	1	0
	W. Kent Hall	..	..	1	1	0
	N. H. Leitchfield	..	..	1	1	0
	S. Toynbee	..	..	1	1	0
	W. Osborne	..	..	1	1	0
	J. Guthrie	..	..	1	1	0
	G. A. Jeffrey	..	..	1	1	0
	E. S. Anderson	..	..	1	1	0
	J. D. A.	..	..	1	1	0
	John Lee	..	..	1	1	0
	E. Rigby	..	..	1	1	0
	Geo. Mather	..	..	1	1	0
	C. Anderson	..	..	1	1	0
	W. K. Virgoe	..	..	1	1	0
	S. H. G.	..	..	1	1	0
	W. J. Meek	..	..	1	1	0
	J. O'Sullivan	..	..	1	1	0
	C. Hall	..	..	1	1	0
	W. Bird	..	..	1	1	0
A Friend		..	..	1	1	0
Messrs.	J. Myring	..	..	1	1	0
	Charles Roche	..	..	1	1	0
	J. K. Sawyer	..	..	1	1	0
	G. F. Verdon	..	..	1	1	0
	J. Moxham	..	..	1	1	0
	J. Smellon and Co.	..	..	1	1	0
	John Turnbull	..	..	1	1	0
	D. Thomas	..	..	1	1	0
	A. Doyle	..	..	1	1	0
	J. Sandeman	..	..	1	1	0
	W. Morley	..	..	1	1	0
	L. Pemberton	..	..	1	1	0
	F. Liardet	..	..	1	1	0
	Wm. Bray	..	..	1	1	0
	Geo. Harvey	..	..	1	1	0
	John Young	..	..	1	1	0
	S. A. Woolley	..	..	1	1	0
	Hope and King	..	..	1	1	0
	Thos. Jackson	..	..	1	1	0
	Thos. Hall	..	..	1	1	0
	F. Gardiner	..	..	1	1	0
	D. McNaughton	..	..	1	1	0
	H. Tullett	..	..	1	1	0
	J. M. Thomas	..	..	1	1	0
	Y. and M.	..	..	1	1	0
	Thos. Platt	..	..	1	1	0
	Thos. Platt	..	..	1	0	0
	T. Lambert	..	..	1	0	0
A Friend		..	..	1	0	0
Messrs.	Wm. Wright	..	..	1	0	0
	Lightfoot and Fowler	..	..	1	0	0
	J. Solomon	..	..	1	0	0
	J. Johnson	..	..	1	0	0
	R. H. Gresham	..	..	1	0	0
	H. Beel	..	..	1	0	0
	Chips	..	..	1	0	0
	W. Barnett	..	..	1	0	0
	J. Lee	..	..	1	0	0
	W. L. Buiks	..	..	1	0	0
	W. McDonough	..	..	1	0	0
	W. S. Fyfe	..	..	1	0	0
	Brours	..	..	1	0	0
	W. Benson	..	..	1	0	0
	— Crerrand	..	..	1	0	0
	J. Brock	..	..	1	0	0

	£	s.	d.
Messrs. J. Ware	1	0	0
T. J. Goold	1	0	0
Andrew Murray	1	0	0
S. T. Harenty	1	0	0
M. Mackintosh	1	0	0
D. Broadfoot	1	0	0
Dr. Mackay	1	0	0
— Simon	1	0	0
N. G. Murray	1	0	0
F. H. Hart	1	0	0
H. C. Pirani	1	0	0
J. Young	1	0	0
Wm. McLean	1	0	0
S. Elworthy	1	0	0
Robert Byrne	1	0	0
Mr. Jervis	1	0	0
D. R. Long	1	0	0
R. L.	0	10	6
R. Chadwick	0	10	6
A. Sutherland	0	10	0
Thomas Webb	0	10	0
J. McAulay	0	10	0
P. S. Philips	0	10	0
H. B. Wilson	0	10	0
G. D. Dalrymple	0	10	0
W. May	0	10	0
J. H. Allan	0	10	0
C. P. Corie	0	10	0
J. Mills	0	10	0
J. Campbell	0	10	0
Captain Lessing	0	10	0
Messrs. Thompson	0	10	0
Wilkman	0	10	0
Sundry small sums under 10s.	121	4	0
J. F. Don and Co.'s workmen	11	5	0
Cornish and Bruce's workmen	12	18	6
T. Fulton and Co.'s workmen	19	18	0
Collected by the Misses Henty	9	6	0

COUNTRY SUBSCRIBERS.

BACCHUS MARSH :

	£	s.	d.
Messrs. Watson Brothers	2	2	0
James Young	2	0	0
Geo. B. Purnell	1	0	0
Henry Walsh	1	0	0
T. Taubman	1	0	0
James E. Cook	1	0	0
Sundry amounts	2	10	0

YACKANDANDAH :

	£	s.	d.
Messrs. Welshman	3	0	0
E. H. Chatterton	1	0	0
R. J. T. Spence	1	0	0
R. Mackay	1	0	0
J. Cunningham	1	0	0
A. B. Lane	1	0	0
W. Roper	1	0	0
Sundry amounts	8	10	0

MALDON :

			£	s.	d.
Messrs. N. P. Smith	..	...	1	1	0
N. Philips	...	...	1	1	0
David Watt	...	...	1	1	0
James Warrock	...	...	1	1	0
James Hill	...	...	1	1	0
Sundry amounts	...	...	2	2	6

DUNOLLY:

			£	s.	d.
Messrs. R. N. Hammond	...	...	1	1	0
J. Briggs	...	...	1	1	0
Jackson and Co.	...	...	1	1	0
Julius Wogel	...	...	1	1	0
J. W. Dunbar	...	...	1	0	0
John Ferguson	...	...	1	0	0
E. Earnstein	...	...	1	0	0
J. Jebb	...	...	1	0	0
Sundry amounts	...	...	1	7	6

BUCKLAND :

			£	s.	d.
Messrs. J. Dunphy and Co.	...	...	2	0	0
H. W. De Mole	...	...	1	0	0
O. Evans	...	...	1	0	0
O. O. Bradley	...	...	1	0	0
A. Martin	...	...	1	0	0
Sundry amounts	...	...	1	15	0

HEATHCOTE :

			£	s.	d.
Messrs. W. Robertson	...	...	2	0	0
H. B. Chomley	...	...	1	0	0
J. Churchward	...	...	1	0	0
Mrs. Awning	...	...	1	0	0
F. Taite	...	...	1	0	0
G. R. Hyde	...	...	1	0	0
Wm. Wait	...	...	1	0	0
G. B. Shakespeare	...	...	1	0	0
Sundry amounts	...	...	1	0	0

GEELONG :

			£	s.	d.
Theatre Royal	...	...	50	0	0
Messrs. Holmes, White and Co.	...	...	10	0	0
J. Quarterman	...	...	5	0	0
Wilson, Buchanan and Co.	...	...	5	0	0
R. C. Hope	...	...	5	0	0
Taylor and Buckland	...	...	5	0	0
Ogilvie and Robinson	..	..	2	2	0
H. Guthrie	...	...	2	2	0
Hugh N. O. Phillimey	..	..	2	2	0
Love and McKenzie	...	...	2	2	0
Smith, Gunn and Co.	...	...	2	0	0
James Simson	...	...	2	0	0
John Webner	...	...	1	1	0
Geo. Wright	...	...	1	1	0
H. B. Cotton	...	...	1	1	0
J. McKinnis	...	...	1	1	0
Bright and Hitchcock	...	...	1	1	0
A Friend	...	...	1	1	0

			£	s.	d.
Messrs. C. B. Dawson	...	...	1	1	0
W. A. Tolme	...	...	1	1	0
John Noble	...	...	1	1	0
J. Hollsworth	...	...	1	1	0
J. Page	..	...	1	1	0
Mrs Raymond	...	...	1	1	0
W. Burrows	...	..	1	1	0
C. J. Denny	...	...	1	0	0
J. Noble	...	...	1	0	0
L. C. McBrough	...	...	1	0	0
J. Cowie	...	...	1	0	0
J. Harwood	...	...	1	0	0
J. Atty	...	...	1	0	0
Thos. Dowling	...	...	1	0	0
H. Larmour	...	...	1	0	0
Geo. Warner	...	...	1	0	0
Foster and Carr	...	...	1	0	0
John Hill	...	...	1	0	0
E. C. Dunn	...	...	1	0	0
V. W. Gibbon	...	...	1	0	0
G. A. Stephen	...	...	1	0	0
J. M. Anderson	...	...	1	0	0
M. Little	...	...	1	0	0
Franks and Jackson	...	...	1	0	0
W. McKellar	...	...	1	0	0
Sundry amounts	...	...	4	4	1

PLEASANT CREEK:

			£	s.	d.
Messrs. Houston	...	...	5	0	0
Geo Macredie	...	...	5	0	0
Davidson, Pond and Co.	...	...	3	0	0
Pyrenees Store	...	...	2	2	0
Neill, Bruce and Co,	...	...	1	1	0
J. Schlater	...	...	1	1	0
B. Smith	...	...	1	0	0
N. H. Thompson	...	...	1	0	0
E. Harvey	...	...	1	0	0
A. Campbell	...	...	1	0	0
E. Grant	...	...	1	0	0
Geo, Lamont	...	...	1	0	0
Wm, Grant	...	...	1	0	0
Mantle and Moffat	...	...	1	0	0
Muir and Co.	...	...	1	0	0
Sutherland and Louttit	...	...	1	0	0
From seventy-two Reefers	...	...	10	10	6
Sundry amounts	..	...	29	8	0

BRIGHTON:

			£	s.	d.
Messrs. John Allee	...	...	5	0	0
R. Keys	...	...	1	1	0
John Bignell	...	...	1	1	0
W. Coates	...	...	1	0	0
Peter Hulstone	...	...	1	0	0
Wm. J. Millmore	...	...	1	0	0
Thomas Warner	...	...	1	0	0
Sundry amounts	...	...	1	0	0

WANGARATTA:

			£	s.	d.
Messrs. Joseph Docker	...	...	2	0	0

			£	s.	d.
Messrs. John Reid	...	...	1	0	0
B. Chadford	...	...	1	0	0
F. J. Moore	...	...	1	0	0
C. A. Reid	...	...	1	0	0
W. S. Robinson	...	...	1	0	0
W. Smith	...	...	1	0	0
Mrs. Smith	...	...	1	0	0
A. Tone	...	...	1	0	0
D. Reid	...	...	1	0	0
Henry Chadworth	...	...	6	10	0

WOODLAND :

			£	s.	d.
Messrs. Richard Blackwood	...	...	2	2	0
C. N. Simson	...	...	2	2	0
George Ewbank	...	...	2	2	0
J. McFadzean	...	...	1	0	0
G. McFadzean	...	...	1	0	0
W. D. Gray	...	...	1	0	0
Sundry amounts	...	...	3	15	0

RAGLAN :

			£	s.	d.
Messrs. Colin Campbell	...	...	1	1	0
William Willoby	...	...	1	1	0
M. Amson	...	...	1	1	0
Henry Fowler	...	...	1	1	0
Sundry amounts	...	...	5	8	6

ARARAT :

			£	s.	d.
Messrs. M. Kerr	...	...	1	1	0
J. Lowe	...	...	1	1	0
Nuthall and Banfield	...	...	1	1	0
Boucher and Co.	...	...	1	1	0
J. Chadwick	...	...	1	0	0
Sundry amounts	...	...	20	3	0

BALLAARAT :

			£	s.	d.
Municipal Council	...	...	20	0	0
Messrs. J. Stewart	...	...	1	0	0
W. C. Smith	...	...	1	0	0
R. Smith	...	...	1	0	0
R. Lewis	...	...	1	0	0
R. G. Hassell	...	...	1	0	0
William Shilloch	...	...	1	0	0
M. Campbell	...	...	1	0	0
Sundry amounts	...	...	3	5	0

CRESWICK :

			£	s.	d.
Messrs. G. A. Amos	...	...	2	2	0
H. N. Taussen	...	...	1	0	0
William Spain	...	...	1	0	0
J. L. Collier	...	...	1	0	0
Sundry amounts	...	...	0	15	0

MOUNT BLACKWOOD :

			£	s.	d.
Mr. T. E. Edward	..	...	...	1	1 0
Sundry amounts	...	...	...	1	10 0

KILMORE :

			£	s.	d.
Messrs. W. Hamilton	...	...	...	1	0 0
J. Maxfield	...	...	...	1	0 0
A. M'Crae	...	...	...	1	0 0
J. Ferrell	...	...	...	1	0 0
R. Othwaite	...	...	...	1	0 0
J. K. Joiner	...	...	...	1	0 0
John Doyle	...	...	...	1	0 0
W. E. Ferguson	...	...	...	1	0 0
L. Hume	...	...	...	1	0 0
W. Heffernan	...	...	...	1	0 0
M'Pherson and M'Donald	...	...	...	1	0 0
D. W. Nicholson	...	...	...	1	0 0
James Horne	...	...	...	1	0 0
John Griffin	...	...	...	1	0 0
Mathew Kelly	...	...	...	1	0 0
James Cropley	...	...	...	1	0 0
Hector M'Donald	...	...	...	1	0 0
L. Bourke	...	...	...	1	0 0
J. Clarke	...	...	...	1	0 0
W. Spurly	...	...	...	1	0 0
Sundry amounts	...	...	...	6	11 0

CASTLEMAINE :

			£	s.	d.
Messrs. J. G.	...	...	...	5	5 0
Blyth Brothers	...	...	...	2	2 0
William Froomes	...	...	...	2	2 0
Murray Christie	...	...	...	2	2 0
Matheson and Co.	...	...	...	2	2 0
W. Bignell	...	...	...	1	1 0
N. Lockyer	...	...	...	1	1 0
D. Duffy	...	...	...	1	1 0
Uphill and Burnett	...	...	...	1	1 0
E. Casey	...	...	...	1	0 0
J. Watson	...	...	...	1	0 0
W. Ornshan	...	...	...	1	0 0
George Farrell	...	...	...	1	0 0
Sundry amounts	...	...	...	12	5 6

AVOCA :

			£	s.	d.
Messrs. Meyer and Co.	...	...	...	2	2 0
Harrison and Co.	...	...	...	2	2 0
Mitchell and Barnett	...	...	...	2	2 0
Mrs. Millgate	...	...	...	1	0 0
Messrs. F. K. Orme	...	...	...	1	0 0
W. Templeton	...	...	...	1	0 0
L. A. Gilbery	...	...	...	1	0 0
Mrs. Kanott	...	...	...	1	0 0
Rev. J. B. Garlick	..	...	...	1	0 0
Messrs. J. Holland	...	...	...	1	0 0
P. and E. Bostock	...	...	...	1	0 6
C. K. Pearson	...	...	...	1	0 0
Tilbey and Co.	...	...	...	1	0 0
N. Campbell	...	...	...	1	0 0
H. Truniticle	...	...	...	1	0 0
Sundry amounts	...	...	...	6	17 0

SALE :			£	s.	d.
Messrs. J. G. Lightfoot	...	...	1	1	0
W. T. Davison	...	...	1	1	0
W. Montgomery	...	...	1	1	0
R. Thomson	...	...	1	1	0
J. Buchanan	...	...	1	1	0
J. W. Jones	...	...	1	0	0

CALEDONIAN DIGGINGS :			£	s.	d.
Messrs. C. M. Carr	...	..	1	0	0
A. Frazer	...	..	1	0	0
W. H. Gatty Jones	..	..	1	0	0
W. Randall	..	..	1	0	0
Sundry amounts	..	..	1	5	0

SANDHURST :			£	s.	d.
Admella	..	..	1	0	0

PORT ALBERT :			£	s.	d.
Mr. J. M. M'Kenzie	..	..	1	0	0

APPENDIX (D).

LIST OF RESCUERS ;

THE SERVICES RENDERED BY EACH ; THE HONORARY REWARDS PRESENTED, AND THE SUMS AWARDED BY THE MELBOURNE COMMITTEE, FROM THE FUND COLLECTED IN VICTORIA.

(1.) James Fawthrop, Master Mariner, and Harbour-master, Portland. Commanded the Portland life-boat, and twice led the crew on to the rescue at the peril of his life. The first attempt was frustrated by the heavy breakers driving the boat from the wreck, with the loss of eight oars and a broken rudder. The second was made on Saturday morning, the 13th August, 1859, when he succeeded with his gallant crew in saving nineteen of the survivors clinging to the wreck.—Awarded a gold medal, and the sum of one hundred pounds.

(2.) B. Germain, coxswain "Admella's" life-boat, light-house keeper, McDonnell Light, Cape Northumberland. Commanded the "Admella's" life-boat, which had been picked up on the beach considerably damaged; and, after repairing it, ventured to make for the wreck through a mountainous surf on five occasions, when his bold attempts to reach it were in vain, until at last he succeeded with his gallant crew in throwing a line over the wreck on the morning of the 13th August, taking the Captain and three others of the shipwrecked people into his boat, which was swamped in the breakers before it reached the shore, when unfortunately one of the survivors, a passenger, was drowned.—Awarded a gold medal, and the sum of one hundred pounds.

(3.) Peter Greig, master, 'Lady Bird' steamer, that carried the men and boats to the successful rescue, and which he commanded with skill and prudence on the occasion. He also volunteered in the steamer's life-boat, with his crew, on the evening of Friday, the 12th August, and endeavoured to reach the wreck, but was unsuccessful in his attempts to throw a line over it, and then returned to the vessel, where he cheered the sufferers through the night by burning blue lights, and firing off rockets. Next day, when the nineteen survivors were brought on board, he showed them unremitting attention until they were safely sent on shore at Portland.—Awarded a gold medal, and the sum of one hundred pounds.

(4.) William Rosevear, coxswain of the Portland life-boat. Steered the boat in both attempts with undaunted bravery and cool judgment, at the peril of his life.—Awarded a silver medal, and the sum of fifty pounds.

(5.) John Leach, seaman on board the "Admella." One of the survivors, who volunteered on the raft, which carried him and his mate ashore through the boiling surge, on Sunday afternoon, the 7th of August; after which they travelled all night along the coast and through the brushwood until they reached the McDonnell Light, on Cape Northumberland, about daylight, when they communicated the sad intelligence, which ultimately was the

means of saving the lives of twenty-two of their fellow-sufferers.—Awarded a silver medal, and the sum of fifty pounds.

(6.) Robert Knapman, seaman on board the “Admella,” who accompanied John Leach in the above-mentioned perilous journey.—Awarded a silver medal, and the sum of fifty pounds.

(7.) Demetrius Donnell, a fisherman of Port Robe, Guichen Bay, who, with his brother Peter, on receiving the first intelligence of the wreck, and learning that there were survivors clinging to it, proceeded without delay in boisterous weather at night in their whale-boat to the scene of the disaster, although it was more than seventy miles distant; but, on reaching the locality, found that their feeble attempts would be useless, so they proceeded on to Cape Northumberland, meeting the “Lady Bird” steamer on the way, and gave information to the Captain as to the precise spot where the wreck lay.—Awarded a silver medal, and the sum of fifty pounds.

(8.) Peter Donnell, a fisherman of Port Robe, Guichen Bay, who accompanied his brother in the perilous enterprise described above.—Awarded a silver medal, and the sum of fifty pounds.

(9.) John F. Johnstone, a volunteer from Portland, who proceeded in the life-boat at the first attempt with rockets, having lines attached thereto, for the purpose of communicating with the wreck, but they unfortunately failed to reach it on being discharged, from the lines becoming entangled and wet. In discharging the rockets he received an injury in the left hand.—Awarded a silver medal, and the sum of fifty pounds.

(10.) Thomas Tweedale, carpenter on board the “Lady Bird,” who volunteered to proceed in the Portland life-boat as an oarsman. He was the first to leap on to the wreck, and assist the survivors into the boat.—Award : A silver medal, and the sum of twenty-five pounds.

(11.) Abbot Carey, one of the Portland life-boat’s crew, who rowed manfully in both the first and second attempts, when he got cut in the thigh.

(12.) Charles Patterson, one of the same crew.

(13.) Phillip Francis, one of the same crew.

(14.) William Kirken, a fisherman, and one of the same crew. Each of these four brave men awarded a silver medal, and the sum of twenty-five pounds.

(15.) James Cambray, headsman of the Portland Whaling Company's boat, which assisted the life-boat in both attempts to reach the wreck—Award: A silver medal, and the sum of twenty-five pounds.

(16.) Henry Smith, a seaman employed on shore in the neighbourhood of the wreck, who volunteered as an oarsman in the damaged life-boat of the "Admella," picked up on the beach, and in which, along with his gallant mates, rowed through a fearful surf five several times towards the wreck, which they were the first to reach on the day of the rescue, when they saved three of the sufferers.

(17.) Charles Allmack, one of the same crew.

(18.) William Mahen, do.

(19.) Henry Wylie, do.

(20.) Thomas Anderson, do.

(21.) William Baker, do.

These brave men were each awarded a silver medal, and the sum of twenty-five pounds.

(22.) George Edwards, one of the "Lady Bird's" crew, who volunteered in the Portland life-boat on the second and successful attempt, when he rowed manfully through the breakers.—Award: A silver medal, and the sum of twelve pounds ten shillings.

(23.) William Melrose, one of the same crew.—Same award.

(24.) William Wright, one of the whale-boat's crew, who volunteered for the second and successful attempt as an oarsman, when he did his duty bravely.

(25.) John Morgan, one of the same crew.

(26.) George Scoffal, do.

(27.) James Dumond, one of the Portland Harbour-master's crew, who rowed in the life-boat at the first attempt.

(28.) Thomas Ward, one of the same crew, who got injured in both hands.

(29.) Hugh McDonald, a fisherman, who volunteered in the first attempt.

(30.) James Kean, a lighterman, and one of the same crew.

(31.) William Guy, a lighterman, and one of the same crew.

(32.) John Oustney, a lighterman, and one of the same crew.

(33.) William Booth, one of the "Lady Bird's" crew, who volunteered in the first attempt.

The foregoing ten brave fellows were each awarded a silver medal, and the sum of twelve pounds ten shillings.

(34.) William King, one of the crew of the Portland whale-boat, which accompanied the life-boat, and materially assisted in the rescue.—Award: A silver medal, and twelve pounds ten shillings.

(35.) John Spiers, one of the same boat's crew.—Same award.

(36.) John Morgan, one of the same boat's crew.—Same award.

(37.) John McChesney, chief engineer of the "Lady Bird," who volunteered in the steamer's life-boat, which made an unsuccessful attempt on the evening before the rescue.—Awarded the sum of twenty pounds.

(38.) James McIvor, a seaman on board the "Lady Bird," who volunteered on the same occasion.—Awarded the sum of twelve pounds ten shillings.

(39.) Henry McIvor, cook's boy, who offered to swim to the wreck with a line, and shewed much disappointment when the captain of the steamer refused to let him go in any of the boats.—Award: The sum of twenty pounds.

(40.) William Lucas, first mate of the "Lady Bird," recommended by the captain to the notice of the Committee for his zealous exertions on the occasion, awarded the sum of twenty pounds.

(41.) Peter Nelson, second mate, under same recommendation, awarded the sum of ten pounds.

(42.) Amos Bowman, second engineer of the "Lady Bird," awarded, on the same recommendation, the sum of ten pounds.

In addition to the foregoing pecuniary rewards, the Committee voted the sum of two hundred pounds, to be forwarded to the Adelaide Fund, for distribution amongst the masters and crews of the "Corio" and "Ant" steamers, one hundred pounds to each vessel.

It was also agreed that, in addition to the honorary awards of gold and silver medals, as enumerated, the Committee should send letters of thanks to the following gentlemen and Government employees, who assisted on the occasion :—

J. C. Lyon, Police Magistrate at Mount Gambier, who zealously superintended the movements of the shore parties on the beach.

David Power, Esq., who ably assisted the above-named gentleman in his arduous duties.

John Livingstone, Esq., a settler in the neighbourhood of Mount Gambier, who rendered valuable assistance by furnishing horses, provisions, &c., to the shore parties, gratuitously.

George Ormerod, Esq., of Robe Town, Guichen Bay, who took an active part in sending the "Ant" steamer, and assisting in equipping the crew for the attempt.

Mr. Storey, of Mount Gambier; Mr. Scarvill, of Mount Schank; and Messrs. Crouch, Mitchell, Davenport, and Dr. Webb, of Portland, who rendered valuable assistance on shore.

Mr. James, of Melbourne, and Messrs. Woods, Wilson, and E. H. Derrington, of the Telegraph Department, Mount Gambier, who remained at their posts with unremitting attention day and night, during the anxious week.

Inspector Scott, of the Mounted Police, and troopers Dann and Budd, who performed more than their duties with alacrity.

To sum up the foregoing list of medals and moneys

awarded, the totals are as follow:—Three recipients of gold, and thirty-three of silver medals, for which £200 was voted. Three recipients of £100 each, six of £50, twelve of £25, three of £20, sixteen of £12 10s., two of £10, besides the two general awards of £100 each—making a total of £1,580 expended, in the shape of REWARDS TO RESCUERS.

As the Author of this Narrative is desirous of making mention of every individual who contributed in any manner whatsoever to the consummation of the rescue of the survivors, he will regret if any deserving person's name has been omitted, even though they reached the scene of the disaster when their services were not required. Under this head it is proper to mention the names of the boatmen who volunteered from the port of Melbourne and proceeded in H. M. S. "Niger" to Portland, where she reached after the event. The Captain of that vessel received the thanks of the community, at the public meeting held in the Chamber of Commerce. The names of the volunteer boatmen are as follow:—J. Anderson, J. Banner, W. Bowen, W. Chambers, A. Daniels, W. Gray, and P. McCarthy, of Sandridge; and George Hill, of Williamstown.

LIST OF AWARDS FOR RELIEF.

Mrs. Harris and family, the wife and children of Captain Harris, a master mariner, and passenger in the "Admella," who dived for provisions in the submerged cabin of the wreck, when he succeeded in securing the small supply obtainable, but succumbed afterwards, chiefly through his exertions on that occasion.—Awarded the sum of two hundred and fifty pounds, which has been placed at the disposal of the Adelaide Committee.

Mrs. Jackson, the wife of a passenger who was lost with a large sum of money in bank-notes on his person.—Awarded the sum of one hundred pounds.

Mrs. Hermann, the wife of a passenger who was lost, and in consequence has been left in a destitute condition.—Awarded the sum of one hundred pounds.

Miss Ledwith, the only female survivor.—Awarded the sum of fifty pounds.

Hugh McInnes, a ship carpenter, and passenger on board the ill-fated ship, who lost some money and all his tools.—Awarded the sum of fifty pounds.

Henry Short, who lost his wife and four children, besides a quantity of furniture.—Awarded the sum of fifty pounds.

E. Underwood, a master mariner, and father of a lad among the lost passengers, who was intrusted with his nautical instruments.—Awarded the sum of twenty-five pounds.

Charles Lock, a seaman, and survivor of the wreck.—Awarded the sum of twenty pounds.

John McDermott, second cook, on board the "Admella."—Awarded twenty pounds.

William A. Ramsay, a mechanic, who lost his wife and a quantity of tools.—Awarded the sum of fifteen pounds.

Besides the above, fifty pounds was awarded to the parents, or any relation, of the brave Soren Holm, who lost his life in endeavouring to secure the ship's life-boat, as particularly mentioned in the narrative.

In order that no one should be overlooked in the awards for relief or reward, the Melbourne Committee keep their lists open at the time of the publication of this work, and consequently defer their statement of receipts and expenditure. The total amount for relief as above stated is £680, which, added to the Rewards (£1,580), gives a grand total of £2,260.

APPENDIX (E).

"LADY BIRD" INSURANCE FUND.

REPORT OF COMMITTEE.

Melbourne, November 1st, 1859.

As some degree of censure has been thrown upon the merchants and other influential inhabitants of Melbourne, for not taking earlier steps towards the dispatch

of a steamer to the rescue of the unfortunate sufferers clinging to the wreck of the "Admella," the undersigned, who have acted on behalf of these parties and for themselves in this matter, beg to submit the following statement of facts to the public, in vindication of their promptitude of action, and their exertions in devising means for that purpose, especially in guaranteeing the extra insurance on the "Lady Bird," which carried the main body of the rescuers to the successful accomplishment of their mission. The following diary contains a faithful account of the circumstances which came under their notice, and as they transpired :—

"MONDAY, 8th August.—About 5 p.m. intelligence arrived in Melbourne of the wreck of the "Admella," by telegraphic message from the Stationmaster at Mount Gambier, giving some particulars of the catastrophe which appeared in the morning journals. Shortly afterwards, about 7 p.m., Messrs. McMeckan, Blackwood and Co. received a telegram from Adelaide, stating that the 'Havilah,' s.s., should be dispatched at once to the wreck.

"TUESDAY, 9th August.—Several messages were received in the morning that the 'Havilah' *could not be sent at once*, in consequence of her machinery being in pieces, for the purpose of overhauling and cleaning the engine. It was also announced at the same time, however, that the steamer 'Corio' would be dispatched for the scene of the wreck that day, taking with her the Adelaide pilot-boat and an efficient crew. This intelligence, in the absence of any official information, at once lulled us into security, and we concluded that everything had been done to save the unfortunate sufferers, never dreaming but that the 'Corio,' in taking the pilot-boat with her, would have every means and appliances put on board to make a successful attempt at rescue. However, in this we were soon undeceived, and further telegraphic messages of an urgent nature were received by us. At 10 p.m., while in the Exhibition Building, the following telegram was handed to us :—'For God's sake, induce Henty's to send "Lady Bird." They (the survivors) were

alive on board this morning.' After consulting together we arranged to guarantee the extra insurance and cost necessary for the vessel to proceed to the wreck, which was beyond the limits of her policy. We called first upon Mr. James, at the telegraph office, that it might be kept open all night for the transmission of messages, which he readily complied with. By this time the 'Lady Bird' was on her voyage to Portland *via* Warrnambool and Belfast. About midnight Mr. Blackwood called upon Mr. James Henty, one of the owners of the vessel, at Richmond; shewed him the telegraphic message, and urged him to send instructions to the Captain to proceed without delay to the scene of the disaster immediately on her arrival at Warrnambool, where she would arrive at daylight, so that if she proceeded at once, in all probability she would reach the wreck before dark that day. Mr. Henty thought it would be judicious to consider over the matter, and it was decided next morning to send on the steamer from Belfast.

"WEDNESDAY, 10th August.—At 9 a.m. we called upon the Messrs. Henty, accompanied by Mr. Little, the agent of the 'Admella,' whom we met on the way. We then learnt from Mr. Herbert Henty, that the firm would telegraph to Belfast, instructing Captain Greig to proceed from thence to the westward of Cape Northumberland, to the scene of the wreck, without calling at Portland to land passengers or cargo.

"After this we consulted together, and were unanimously of opinion that as it was a matter of public import, it would be advisable to see the Chief Secretary, and request him, on behalf of the Government, to insure the guarantee we had given by making it a supplementary charge on the expenditure. Mr. O'Shanassy told us that he would not make any promise in the matter. He talked much of living under a Constitutional Government, asked us to make out a written case, which he would lay before his colleagues, and at last—but not until the question was most pressingly and pointedly put to him—he went so far as to intimate that personally he would be favorable

to the claim. We then left most disagreeably impressed, both with the words and demeanour of Mr. O'Shanassy, and resolved rather to collect the money required for the purpose by publicly soliciting subscriptions, than to trouble him again. Accordingly we called upon our fellow-merchants and other citizens of Melbourne to subscribe the amount guaranteed, which they readily and liberally responded to. Before doing this we went to several insurance offices to be certain that the risk would be taken, which we had no difficulty in negotiating.

“In our exertions to fulfil this self-imposed task we have much pleasure in recording the generous co-operation and sympathy manifested by the subscribers to the ‘Lady Bird’ Insurance Fund; and it will not be deemed egotistical if we take this opportunity of stating that we feel highly satisfied that by our exertions on this occasion we have been—along with the owners of the ‘Lady Bird’ and the noble band of rescuers—the means, through Divine instrumentality, of saving so many of our fellow-creatures from a dreadful death.

“We now beg to lay before the Subscribers the annexed statement, showing the amount collected, and the various disbursements made on account of the Fund. Amongst the payments are a few items which do not strictly come within the meaning of the object for which the money was given, although connected strictly with the wreck of the ‘Admella;’ but as there was no other Fund for such purposes at the time the debts were contracted, we have paid all the amounts, trusting that the Subscribers will sanction the same.

“WM. BAYLES.

“J. H. BLACKWOOD.”



SUBSCRIPTION LIST TO DEFRAY INSURANCE, &c., &c.,
 INCURRED ON DESPATCHING "LADY BIRD," S.S., TO
 RESCUE THE SURVIVORS SEEN ON THE WRECK OF
 THE "ADMELLA," S.S. :—

Grice, Sumner, & Co.	£10	10	0
J. Blackwood	10	0	0
J. Badcock	10	0	0
W. Bayles & Co.	10	0	0
W. P. White & Co.	5	5	0
Henriques Brothers	5	5	0
McMeckan, Blackwood & Co.	5	5	0
Thomas Norton	5	5	0
Brown & Stewart	5	5	0
R. and P. Turnbull & Co.	5	5	0
William Degraes	5	5	0
W. M. Bell & Co.	5	5	0
Miles & Co.	5	5	0
Dalgety & Co.	5	5	0
Sichell & Co.	5	5	0
Chas. Brown	5	5	0
Cleve Brothers.	5	5	0
Peninsular and Oriental Co.	5	5	0
Gilles, Nicholson, & Co.	5	5	0
R. Towns & Co.	5	5	0
Gibbs, Ronald, & Co.	5	5	0
Goldsbrough & Co.	5	5	0
Jno. Connell	5	5	0
Wilson & Mackinnon.	5	5	0
Flower, McDonald, & Co.	5	5	0
Henry Miller	5	5	0
Joshua Brothers	5	5	0
Jas. McEwan & Co.	5	5	0
Bright Brothers & Co.	5	5	0
Fanning, Nankivell, & Co.	5	5	0
G. & T. Harker	5	5	0
Fulton & Co.	5	5	0
De Pass Brothers & Co.	5	5	0
W. Lawrence	5	5	0
S. Ramsden	5	5	0
W. J. T. Clarke	5	5	0
Raleigh, Daughlish, & Co.	5	0	0

Lorimer, Mackay, & Co.	£5	5	0
Dennistoun Brothers	5	5	0
W. Easey & Co.	5	5	0
Geo. Ward Cole	5	5	0
Wm. Crosby & Co.	5	0	0
Dove & Oswald	3	3	0
E. Westby & Co.	3	3	0
J. W. Cadell	3	3	0
Jas. L. & C. Burke	3	3	0
— Drysdale, Esq. (Wilkinson Brothers)	3	3	0
H. A. Coffey	3	3	0
Fallenstein & McKechney	3	3	0
T. S. Martin	3	3	0
Callender, Caldwell, & Co.	2	2	0
Katzenstein & Co.	2	2	0
Alexander Walker	2	0	0
Kay & Butchart	2	2	0
C. L. Throckmorton	2	2	0
J. McNamara & Co.	2	2	0
Downie & Murphy	2	2	0
Smith, Merry, & Co.	2	2	0
Fraser & Cohen	2	2	0
Gustave, Beckx, & Co.	2	2	0
H. Burge & Co.	2	2	0
E. Handyside	2	2	0
C. H. Ebden	2	2	0
Robertson, Goodlet, & Co.	2	2	0
H. Langlands	2	2	0
Philip Dowling	2	2	0
J. Cook	2	2	0
G. A. Mouritz	2	2	0
Bergin Brothers	2	2	0
Chas. Wedel	2	2	0
Jno. McDonnell	2	2	0
W. M. Tennent & Co.	2	2	0
Lord & Co.	2	2	0
Thos. Lewis	2	2	0
William Duthie	2	2	0
Parbury, Lamb, & Co.	2	2	0
James Doulton	2	2	0
G. Burrell	2	2	0
Fisher, Ricards, & Co.	2	2	0

Dickson, Williams, & Co.	£2	2	0
Harcourt and Learmonth	2	2	0
Rolfe & Bailey	2	2	0
Symons & Perry	2	2	0
Stewart & Carrick	2	2	0
John McKenzie	2	2	0
Miller Brothers	2	2	0
David Moore	2	2	0
McPherson, Francis and Co.	2	2	0
Burstall & Campbell	1	0	0
Hugh Taylor	1	1	0
Anderson & Marshall	1	1	0
Symons & Lewis	1	1	0
James Hurst	1	1	0
J. Paterson	1	1	0
A. Borthwick	1	1	0
John Sprent, (Customs)	1	1	0
G. Collie	1	1	0
John McGregor	1	0	0
J. Whitelaw	1	1	0
M. Gerrand	1	0	0
J. W. Russell	1	1	0
J. Smith	1	1	0
W. Lamond	1	1	0
A. Rose, (Tasmania)	1	0	0
J. H. White, junior	1	1	0
Capt. Knarston	1	1	0
L. Joseph	1	1	0
Ward and Bargin	1	1	0
J. Guthrie	1	1	0
Smith, Strachan and Co.	1	1	0
J. Lukey	1	1	0
Thos. J. Laby	1	1	0
Samuel House and Co.	1	1	0
Robert McGeorge	1	1	0
H. Smith	1	1	0
J. Hastie	1	1	0
Thos. Hamilton	1	1	0
Kirchner, Sharp and Co.	1	1	0
Captain Dalgarno	1	1	0
Politz & Rose	1	1	0
W. H. Dodd	1	0	0

Pigott Brothers	.	.	.	.	.	£1	1	0
D. S. Campbell	.	.	.	.	.	1	1	0
Woolley, Nephew and Co.	.	.	.	.	.	1	1	0
D. S. Galbraith.	.	.	.	.	.	1	1	0
Captain Saunders	.	.	.	.	.	1	1	0
						<hr/>		
						£384	2	0

ACCOUNT OF RECEIPTS AND EXPENDITURE.

	DR.		Cr.					
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Insurance—								
Hobart Town L. Co., extra, £3,500, "Lady Bird," at 15s.	26	5 0					384	2 0
Derwent Tamar, extra, £4,500, "Lady Bird," at 15s.	33	15 0						
Victoria, £1,000, extra, "Lady Bird," at 40s.	20	0 0			5	0 0		
Canton, £500, on freight, pas mng, at 40s.	10	0 0						
Victoria, £1,000, on goods, at 40s.	20	0 0						
Cornwall, £1,000, on goods, at 40s.	20	0 0						
Canton, £1,000, on goods, at 40s.	20	0 0			10	0 0		
Victoria, extra for deviation on goods, £2,000, at 25s.	20	0 0					15	0 0
Henry Learmonth & Co.'s account	170	0 0						
James Henty & Co.'s account for coal, ex. June...	44	16 10						
H.M.S. "Niger" do.	15	15 0						
Cowtan & Bland's do.	22	10 0						
	54	15 9						
Dove & Oswald's account for sundries	93	0 9						
Captain Greig's account for victualling and supplying wines and spirits to the volunteers, and to the rescued ex "Admella" ...	13	0 1						
James Henty & Co.'s account for telegrams, boat hire, &c., &c.	23	3 1						
Postages	8	16 0						
Advertising	1	3 4						
Printing Report, &c.	6	15 6						
To Balance	6	6 0						
	32	0 5						
	£	399 2 0					£	399 2 0
							£32 0s. 5d.	
							By Balance...	



Examined and Found Correct—W.M. LAWRENCE.
Melbourne, 2nd November, 1859.

W.M. BAYLES.

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of the "Admella",
inter-colonial steamer, on
the southern coast of
Australia : drawn up, from
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