



SUPPLEMENT
TO THE
VICTORIA
GOVERNMENT GAZETTE

OF TUESDAY, AUGUST 16, 1859.

Published by Authority.

No. 131.]

WEDNESDAY, AUGUST 17.

[1859.

IT is hereby notified that

ACTING CONSUL FOR THE NETHERLANDS.

Chief Secretary's Office,
Melbourne, 17th August, 1859.

has been nominated to be Acting Consul for the Netherlands until further notice, in the room of Mr. Hugo Van der Nahmer, consul, and Mr. Edward Rubens, vice-consul, both of whom have resigned.

By His Excellency's Command,
JOHN O'SHANASSY.

L.8079.

NEW POLLING PLACE FOR THE MURRAY DISTRICT.

PROCLAMATION

By His Excellency SIR HENRY BARKLY, Knight Commander of the Most Honorable Order of the Bath, Captain-General and Governor-in-Chief of the Colony of Victoria, and Vice-Admiral of the same, &c., &c., &c.

IN pursuance of an Act of the Governor and Legislative Council of the Colony of Victoria, passed in the nineteenth year of Her Majesty's reign, intituled, *An Act to provide for the Election of Members to serve in the Legislative Council and Legislative Assembly of Victoria respectively*: 1. Sir Henry Barkly, the Governor of Victoria, with the advice of the Executive Council, do by this my Proclamation appoint that the place mentioned in the third column of the schedule hereunto annexed shall be a polling place for the purpose of taking the poll at any contested election of a Member to serve in the Legislative Assembly of Victoria for the electoral District of the Murray; and that all votes in respect of qualifications within the boundaries and limits of the Division of such District mentioned or referred to in the second and fourth columns of the same schedule shall be taken at any election for such District at the polling place in the third column of the same schedule set opposite to the name of such Division, that is to say:—

SCHEDULE.

District.	Division.	Polling Place.	Boundaries and Limits of Division.
Murray	Seven Creeks	Confines of Euroa (instead of Avenel)	As defined in the Order of the Governor in Council of the twenty-first day of March, A.D. 1859.

Given under my Hand and the Seal of the Colony, at Melbourne, this sixteenth day of August, in the year of Our Lord One thousand eight hundred and fifty-nine, and in the twenty-third year of Her Majesty's Reign.

(L.S.)

HENRY BARKLY,
By His Excellency's Command,
JOHN O'SHANASSY.

GOD SAVE THE QUEEN!

Chief Secretary's Office,
Melbourne, 16th August, 1859.

GENERAL ELECTION.

THE writ for the election of a member to serve in the Legislative Assembly of Victoria for the District of the Murray not having issued as previously notified in the *Gazette* of the 11th instant, it is hereby notified that the following arrangements have been made for such election, viz.:

Day of nomination	...	...	23rd August, 1859.
Place of nomination	...	...	Confines of Wangaratta.
Day of polling	...	...	5th September, 1859.
Return of writ	...	...	29th September, 1859.

By His Excellency's Command,
JOHN O'SHANASSY.

Department of Trade and Customs,
Melbourne, 17th August, 1859.

RESCUE OF THE SURVIVORS FROM THE *ADMELLA*.

THE following report from the Harbor Master at Portland respecting the rescue of the survivors of the wreck of the *Admella* steamer, is published for general information, together with an extract from a communication of the Chief Harbor Master on the subject.

By His Excellency's Command,
HENRY MILLER.

Department of Ports and Harbors,
Williamstown, 16th August, 1859.

SIR,—I herewith have the honor to forward the report of the Harbor Master, Portland Bay, of his proceedings with the life-boat, in rescuing the crew and passengers from the wreck of the steamer *Admella*.

In reference thereto, on the return of the steamer *Lady Bird* to Portland Bay, on the evening of Thursday, the 11th instant, unsuccessful, the Harbor Master, at 9.30 p.m., telegraphed for permission to take the life-boat to the assistance of those on board the *Admella*, which I immediately authorised.

I have, &c.,

(Signed) C. FERGUSON,
Chief Harbor Master.

To the Honorable
The Commissioner of Trade and Customs.

Harbor Office,
Portland, 15th August, 1859.

SIR,—I have the honor to forward for your information a correct report of the proceedings with the Portland life-boat in the attempt made to save the lives of the crew and passengers of the *Admella*, wrecked near West Cape Banks, on Saturday, 6th instant, at 5 a.m.

On Thursday, 11th instant, at 10 p.m., the s. steamer *Lady Bird* left Portland, with the Portland life-boat in tow, and reached the scene of the disaster at 8 a.m. on Friday, 12th instant; the wind strong from the N.N.W. The unfortunate people were seen perched on the poop, about thirty feet in length, with the stump of the mizen mast standing, and a tattered flag suspended on the end; fearful breakers surrounded the wreck on every side, and continued to the shore, a distance of fully one and a half miles; the spectacle created feelings of pity in every one, and the life-boat was immediately manned by the volunteers selected at Portland, and a gentleman provided with two rockets to throw a small line from the life-boat to the wreck.

At 9.20 a.m. the life-boat left the steamer, and, accompanied by a whale-boat, pulled in for the wreck, keeping to the northward or weather side, and anchored about one and a half cables distant, veering out line till within ten to fifteen fathoms, and fired the rockets, but unfortunately both failed. We then made several trials to throw a small line, but also failed, and immediately after several heavy breakers, as if to foil us, broke completely over the life-boat with such force as to carry every thing before them. After they had passed, the life-boat rose again, and soon cleared herself, but we had lost eight of our oars, and rudder broken; it was therefore impossible to do more than return, which fortunately and providentially was the ultimate means of rescue, as we saved the life-boat for another attempt, one man having been washed out of the life-boat, but fortunately recovered by keeping hold of the boat. At 11.20 a.m. we reached the *Lady Bird*, and immediately refitted the life-boat; and again, at 5 p.m., stood in for the wreck to examine the surf, the wind having considerably abated, and changed to the westward, but the surf was still too heavy to make the risk, and as I saw there was every prospect of better weather, I determined to wait until daylight, and therefore the steamer stood off and on during the night making signals by blue lights and rockets every two hours in order to cheer the sufferers.

On Friday, 12th instant (*sic in orig.**), the *Lady Bird* stood in for the wreck, and the surf having fallen considerably, we immediately manned the life-boat (9 a.m.) and proceeded to the wreck, anchoring, as before, about a cable's length from the wreck, and succeeded in getting a line over the wreck and quickly hauled alongside, and in a few minutes we had the gratification of delivering nineteen (19) "spectres"—they were,

* Saturday, 13th instant.

in appearance, from their misery—and at 10 a.m. delivered them safe on board the steamer and immediately left for Portland, which we reached in safety at 6 p.m., having towed the life-boat a distance of one hundred and sixty-eight miles at a speed of ten miles an hour.

In conclusion, I may add, that the volunteers deserve more praise than I can render, and I cannot speak too highly of the qualities of the life-boat, and trust that, should need be, it may still do more so as amply to reward the benevolent design of the Government who have so liberally provided the same for the sole purpose of alleviating the distress of the helpless ship-wrecked mariners and others who from time to time are placed in such trying circumstances.

I have the honor to be, sir,
Your most obedient servant,
JAMES FAWTHROP,
Harbor Master.

The Port and Harbor Master.

PORTLAND LIFE-BOAT.

Names of volunteer crew—first attempt, 12th August.

1. James Fawthrop	...	Coxswain	} Harbor Master's Crew.
2. William Rosevear	...	Crew	
3. Thomas Ward	...	Do.	
4. Charles Patterson	...	Do.	
5. James Dimond	...	Do.	
6. Abbot Carey	...	Do.	
7. Hugh McDonald	...	Do.	} Fishermen and Lightermen.
8. William Kirkin	...	Do.	
9. James Kean	...	Do.	
10. Philip Francis	...	Do.	
11. William Guy	...	Do.	
12. John Dusing	...	Do.	
13. William Booth	...	Do.	

Gentleman volunteer with rockets, John Frederic Johnstone.

Names of volunteer crew—second attempt, 13th August.

1. James Fawthrop	...	Coxswain	} Harbor Master's Crew.
2. William Rosevear	...	Crew	
3. Abbot Carey	...	Do.	} Fisherman.
4. Charles Patterson	...	Do.	
5. Philip Francis	...	Do.	} Belonging to the <i>Lady Bird</i> .
6. George Edmunds	...	Do.	
7. William Melrose	...	Do.	
8. Thomas Tweedie	...	Do.	} Fisherman.
9. William Kirkin	...	Do.	
10. William Wright	...	Do.	} Whalers.
11. John Morgan	...	Do.	
12. George Scoffal	...	Do.	

JAMES FAWTHROP,
Harbor Master.

Harbor Office,
Portland, 15th August, 1859.

WHALEBOAT.

Sent voluntarily by the owners of the whaling establishment, Portland, which assisted to tow the life-boat.

1. James Cambray	...	...	Headsman.
2. William King	...	...	Crew.
3. George Scoffal	...	...	Do.
4. John Spiers	...	...	Do.
5. John Morgan	...	...	Do.
6. William Wright	...	...	Do.

SECOND CREW OF WHALEBOAT.

1. James Cambray	...	Headsman.
2. James Kean	...	Lighterman.
3. Thomas Ward	...	Harbor master's boatman.
4. Peter Nielson	...	Second mate of <i>Lady Bird</i> .
5. William King	...	Whaler.
6. John Spiers	...	Whaler.

Injured.—Thomas Ward (in both hands).
" Abbot Carey (cut in the thigh).
" J. F. Johnstone (wounded).
JAMES FAWTHROP,
Harbor Master.

Harbor Office,
Portland, 15th August, 1859.