

'Avonmore' and twenty-five or thirty other vessels, were lying at anchor off the village of Huanillos, a short distance from the shore, loading with guano. The village itself stands on a platform or ledge of the mountains, about thirty feet above the sea-level, and the mountains rise precipitously to a height of 5000 feet. According to the statement of Captain George Williams, the late Master of the 'Conference,' at about 8.30 P.M., the weather being dark and gloomy, with a calm sea, a severe shock of earthquake was felt. The ship trembled so much that the masts and yards seemed to be coming down, and the stern moorings parted. The noise of the earthquake, as it shook the mountains, was very great. Large boulders were rolled down the side of the mountains, and, striking against each other, emitted sparks of fire, while the cries of the guano-diggers on the mountains, who were in danger of their lives, increased the terror of the scene. The earthquake was followed by three distinct tidal-waves, which rolled in from seawards at intervals of about ten minutes, rising about fifty feet, as seen by the marks on the shore, causing many vessels to break their moorings and drag their anchors, and submerging the village of Huanillos. The first tidal-wave drove two vessels across the bows of the 'Conference,' and carried away her bowsprit and jibboom. The second tidal-wave carried away her starboard bower-chains; and at the same time the American vessel 'Geneva' was driven against the fore-rigging of the 'Conference,' damaging her severely. She then commenced to drift towards the rocks. The 'Geneva' was then carried back, and again driven against the 'Conference,' cutting the latter down amidships, four or five planks below the covering board. Then a vessel which afterwards proved to be the 'Avonmore,' was seen for a moment as she was driven at a furious rate across the bows of the 'Conference.' Almost immediately her anchor-light disappeared, and the cries of drowning people were heard. It was at this time when, as it is stated, 'everything was calculated to destroy the strongest nerves,' when ships, out of the power of human control, were ranging about in all directions, the sea confused and turbulent, and the 'Conference' herself badly damaged, that the Master called for volunteers from his crew to man the jolly-boat. After some hesitation, JOHN MITCHELL, WILLIAM STEWART, and CHARLES WILSON volunteered their services. They rowed away into the darkness, which was then described as so great that objects were invisible at a distance equal to the ships' length, and after some time succeeded in finding and rescuing the Master of the 'Avonmore' and his child, the Second and Third Officers, and an A.B. Fortunately there was no further tidal-wave, and when the boat returned to the 'Conference' the disturbance of the sea had considerably abated, but the rest of the crew were about to abandon the 'Conference' in their other boat, as she was then close on the rocks, with her stern and bows knocked in. Both boats then rowed out to sea. Four vessels, including the 'Avonmore' and the 'Conference,' were totally wrecked that night at Huanillos, five were uninjured from being moored outside of the others, and all the rest were more or less damaged. Numerous lives were lost.

The Board of Trade have further determined to recognize the great bravery and presence of mind shown by Captain Williams, of the 'Conference,' by a suitable present.

CIVIL SERVICE COMMISSION,

February 28, 1878.

In pursuance of the provisions of Clause 20 of Her Majesty's Order in Council of the 12th February 1876, the Civil Service Commissioners hereby announce that the undermentioned Appointments were notified to them in the month of February 1878:—

APPOINTMENTS.

- British Museum,—Lazarus Fletcher, to be First Class Assistant.
- Convict Service,—Edward George Buck and Richard Lines, to be Schoolmasters.
- Education Department,—Robert Smith, to be Inspector's Assistant.
- Post Office,—John Hodgson (West Hartlepool), William Clarke (Worthing), James Rogers (Liskeard), and William Rodwell (Tring), to be Postmasters.
- Susanna Sarah Allport, to be Clerk (Receiver and Accountant-General's Office).
- William John Edwicker, to be Assistant in the Secretary's Office.
- Emma Wilkins, to be Female Returner.
- Trade, Board of,—Hugo Beaumont Burnaby, John Zell Cressy, Henley John Edwards, Robert William Evatt, William Charles Geary, Charles Gibbons, Henry Gimblett, Frederick William Gough, Gilbert Troward Key, James Mavor, Henry Robert James Pearch, Gideon Colquhoun Sconce, and Fenton Wake, to be Nautical Surveyors.
- Walter Abbott, James Napier Armit, Robert Bell, Henry Edward Brown, Isaac Carver, James Colvin, Samuel Tom Cornish, Martin Costelloe, William Dalton, George Phillips Dixon, William Fraser, David Alfred Glasgow, George Godfrey, John Harding Hill, Frederick Jago, Charles Robert Owen Jarvis, Walter Jubb, William Henry Laslett, James M'Neil, James Magowan, William Lomer Mansfield, William Henry Mills, Alexander Munro, Peter Paxton, Stephen James Joseph Paxton, Stuart Mortimer Reynolds, Thomas Routleff, Alfred Ruston, Samuel Shrigley, Thomas Henry Sloggett, George Sparrow, Gustavus Symons, James John Taffs, William Joseph Taylor, William Charles Thomas, Charles Waterson, Charles Westaway, John Thomas Wilkins, Robert Tate Williamson, to be Shipwright Surveyors.
- William Henry Moore, to be Principal Surveyor for Tonnage.
- William Henry Turner, to be principal Shipwright Surveyor for Wooden Ships, and James Wimhurst, to be Principal Shipwright Surveyor for Iron Vessels.
- Robert Taylor Gibson, George Herriot, Peter Samson, John Gray Taylor, and Charles Duffy Williams, to be Surveyors of Steamships.
- William Harvey Bisset, Henry Spottiswoode Bone, John Sherren Brewer, Robert Bushby, George Carlisle, Thomas Archer Clarke, David Dixon Dixon, Henry Baker Fabian, Immer Fielden, John Francis, James Grant, John M'Farlane Gray, Gilbert Holden Orme Hamerton, Walter Hannah, Henry Alphonso Henri, Robert Hetherington, Henry Hoar, David Henry Holman, John Broad James, Edward Lewis, George Henry Loxdale,