

Descended from the marriage of Lauchland MacLEOD and Christian ROSS, 20 July 1790, at Inverness. Their known, and assumed children are –

John, Margaret, Mary, Donald, Janet, Florance.

Of interest is Donald who married Christian ROSS 18 March, 1831 at Rosskeen.

Of their children; Laughlin, John, Christian (daughter), Isabel (1st), Robert, Donald, Isabel (2nd), Janet/Jessie, Ann/Annie.

John MacLEOD married Mary BEATON on 21 June 1865, and migrated to Adelaide, South Australia on the Electric 1865.

It was an eventful arrival in S.A. – an excerpt follows.

Of the descendants, readers may be familiar with Jack McLeod as the character known as *The Quiet Stockman* in Jeannie Gunn's *We of the Never Never*.

## CHAPTER SEVEN

### BOUND FOR SOUTH AUSTRALIA

The Electric was a wooden three masted sailing ship of 1,106 tons built in 1857 in Quebec, Canada. She measured in length 177.1 feet, in breadth 36.6 feet and in depth 23 feet.

When John and Mary boarded her at Plymouth, Mary was already well into the final month of her pregnancy.

The Electric sailed from Plymouth bound for Port Adelaide, South Australia on the 1 July 1865 with 422 emigrants on board. Of these 334 were from England, 79 from Scotland and 9 from Ireland.

They cleared Plymouth Sound on 1 July encountering foul weather for several days and it was some time before she cleared the English Channel. They passed Madeira off the coast of Morocco on the 12 July.

On the 15 July, Mary gave birth to their first son and they named him Donald Electric McLeod.

The equator was crossed on the 1 August at longitude 26' West which took them to about 750 miles from the coast of South America, closer than to that of Africa. Traveling as far South as latitude 45' she was well into the 'Roaring Forties' when she turned for Australia, passing about 1,000 miles south from the Cape of Good Hope on the 29 August. They were then well below the latitude of Tasmania. 25 days after passing the longitude of the Cape, they were off the coast below Adelaide on the 23 September.

It was on this day that the Electric was clawing along the coast with gale force winds predicted. When northward of Fields River, near Onkaparinga she hove to for a Pilot from the Secret to board, but before he was able the Electric had drifted towards the shore.

Various circumstances resulted in the ship drawing closer to shore, when the only alternative was to anchor. By this time the ship was so close to the rocky coast below Marino that a stone might have been flung ashore. With a falling glass and less than a foot of water under her the Electric was in serious trouble.

This must have been a worrying time for both John and Mary. Fearing, as they must the thought of being flung into the fury of the sea Mary must have clutched their infant babe in a protective manner.

The paddle wheeled tug Eleanor was sent to the rescue from Pt Adelaide, but because of heavy seas and frequent squalls she was unable to render assistance until 3.30pm.

In the meantime at about 9.30am the Harbour Master at Glenelg, observing the critical position of the vessel despatched a boat the Argus crewed by six men which reached the Electric by 10.45am. On the arrival of the Eleanor it was originally decided to take the females and children on board for their safety, but because of the heavy seas this proved too difficult so it was decided to tow the ship off.

With only 20 minutes to spare before the full force of the gale arrived the Electric was towed to safety.

In the rescue attempt by the Argus 4 men lost their lives.

The Electric remained anchored at the lightship off Semaphore for a day and a half before being towed into Port Adelaide. John and Mary must have welcomed their arrival on Monday 25 September 1865 after their close brush with death.

The voyage recorded three other births, while three deaths from Whooping Cough early in the voyage and twelve deaths from Diarrhoea after passing the Cape.

The Electric sailed from Pt Adelaide loaded with 400 tones of cargo on 22 February 1866 bound for London. She ended her days wrecked on Bamable Island in the St Lawrence River in 1870.