

Strong gales yet continued. On the 5th, they had a faint display of the aurora.

On the 7th of February, the weather had become less boisterous, and having reached latitude  $49^{\circ}$  S., longitude  $155^{\circ} 23'$  E., the aurora australis again appeared. It was first seen in the north, and gradually spread its coruscations over the whole heavens; the rays and beams of light radiating from nearly all points of the horizon to the zenith, where their distinctive outlines were lost in a bright glow of light, which was encircled by successive flashes, resembling those of heat lightning on a sultry summer night; these formed a luminous arc in the southern sky, about  $20^{\circ}$  in altitude, from the upper part of which, rays were continually flashing towards the zenith; light showers of rain finally shut it out from view. On the same night, between one and three, the aurora burst out from the southwestern horizon, streaming up and concentrating in the zenith, and attended with quick flashes of every variety of tint. The wind was moderate from the southwest, and a squall of hail passed at the time. In latitude  $47^{\circ}$  S. they first encountered phosphorescence in the water. On the 17th they made the land of New South Wales, and continued to experience a variety of weather until the 21st, when they arrived off, and anchored within, the Heads of Port Jackson.

The next day they proceeded up the harbour, and anchored off Sydney Cove. The ship was much shattered, but her officers and crew all in good health. Here they were kindly received, and no time was lost in proceeding to make the necessary repairs. The collector was kind enough to give them permission to land every thing that might be necessary, when and where they pleased. The powder and fire-works were received into the public magazine, and when called for were politely sent in a government boat, free of expense. The railway for merchant-vessels was found too light to trust the Peacock upon it; Mossman's Cove, on the north shore, was then resorted to, not only as a convenient place for making the necessary repairs, but as affording more security for the crew against the crimps and rum-shops.

The day after my arrival, I visited the Peacock, in order to examine into her condition, and could not withhold my astonishment that she had been able, after undergoing such damage, to reach a distant port. The visible injuries have already been stated, in speaking of her accident. On their arrival at Sydney, it was found that her stem had been chafed to within one and a half inches of her wood ends, and much strained throughout. After a full examination of the circumstances, I feel it a duty I owe to Captain Hudson, as well as to his officers and