

resumed, and a finish made of those of the Canal de Arro. This was effected through the strenuous exertions of both officers and men, and the same night we reached the Vincennes.

Although we had completed all that was essential for the navigation of the Canal de Arro, I regretted that I had been deprived of the opportunity of examining the southeast end of Vancouver Island, which I have reason to believe offers many fine harbours. Three days more would have enabled me to accomplish this portion to my satisfaction.

On the 29th, the brig again joined us, and Mr. T. W. Waldron was at once sent with despatches to Nisqually, to pass across the country to the Cowlitz, and thence down the Columbia to Astoria. Among the despatches was an order to all the ward-room officers of the Peacock, to report to me in writing the circumstances that led to the loss of that ship. These will be found published in Document No. 427, House of Representatives, 28th Congress, 1st Session, dated 10th April, 1844.

On the 31st, towards noon, the wind and tide permitting, we got under way, and stood down the Straits of De Fuca; but, owing to the light winds, we made little progress. Of the northern side of these straits it had been my intention to make a very particular examination, after completing the survey of the Canal de Arro. I have understood that there is a fine harbour near the eastern end of the island, where a post has been lately established by the Hudson Bay Company; that of San Juan, near the mouth of the straits, the Porpoise was ordered to survey on the 2d of August, while the Vincennes was engaged in the survey of Neah Harbour, lying on the south side of the straits, just within Cape Flattery. Port San Juan was found to afford little shelter, being exposed to the southwest winds, and the heavy swell of the ocean; and is reported as being unsafe, except for temporary anchorage.

Neah Harbour is but a small indentation in the coast, which is partly sheltered on the northeast by Neah Island. It is the position where the Spaniards attempted to establish themselves in 1772, and which they called Port Nunez Gaona. The remains of an old fort are still to be perceived, and some bricks were found that were supposed to have belonged to it. Water is to be obtained here in some quantity, and a small vessel would have no difficulty in getting enough. It offers a tolerably safe anchorage, though somewhat exposed to the northwest gales; yet by anchoring well in, which a small vessel may do, protection even from these gales might be had.

On the night of the 2d, we had an eclipse of the moon.