

The soundings were somewhat peculiar; for it was found that in our progress down the coast, they increased almost regularly until ninety fathoms was reached; but, a short distance beyond that depth, and at about fifteen miles from the coast, the bank suddenly fell off, and no bottom was to be obtained with a line of two hundred and two hundred and fifty fathoms long.

On the 6th, at daylight, Cape Disappointment was in sight; and at ten o'clock we were near the cape. The whale-ship Orozimbo, was off at the same time, the crew of which was much affected with the scurvy: I therefore sent to her medical assistance. The Flying-Fish joined us at noon; when Captain Hudson came on board, and from him I learned the particulars of the loss of the Peacock.

It will be necessary in the first place to state, that at Oahu, Sandwich Islands, previous to the departure of the squadron on their several cruises, I had furnished the Peacock, Porpoise, and tender, with directions for their passing the bar, which I obtained from Captain Spalding, of the ship Lausanne, a vessel of five or six hundred tons burden, which had just returned from the Columbia river, whither she had taken a number of missionaries and their stores. These appeared to be carefully drawn up, and Captain Spalding informed me that they could be depended upon. The fact that so large a ship had been navigated by them, and the report of the master that he believed them correct, left me no reason to doubt their probable accuracy; although at the time I had some misgivings about them, as they were entirely dependent on compass bearings, and those of objects at great distances. They were, however, the only directions for passing this dangerous bar which were to be had, and were then believed to be the only correct ones in existence. It was supposed, indeed, that they had been communicated to the Hudson Bay Company by the officers of H. B. M. surveying vessels Sulphur and Starling; but of this I had no positive evidence; for, although I met those vessels at the Feejee Islands, I received no communication from them on this subject.

The Peacock made Cape Disappointment on the afternoon of the 17th of July, and throughout the night experienced light airs and calms, accompanied by a dense fog.

On the morning of the 18th, between seven and eight o'clock, the fog cleared off, with the wind from the southward and eastward. Cape Disappointment was then about nine miles distant. At nine they sounded in forty fathoms water; at ten, fifteen: they had but fourteen fathoms when they tacked off shore. It being Sunday, Captain Hudson, as usual, performed divine service, which being finished at