

the 3d of October we passed through the Tongue Point Channel. Before doing this, we took the precaution to buoy it out, and then towed the vessels through at high water. This enabled me to lay down its tortuous course with accuracy, although I was aware that there is little probability of its remaining over the season without some material change. The new and direct channel discovered by us, leading up from Tongue Point, will supersede the necessity of using it, and from its direct course, is more likely to be permanent; but the channels in this river will be always more or less subject to change, from the impediments the large trees drifting down cause, when they ground on the shoals.

The same evening we anchored about two miles above Astoria, and in order to lose no time, I proceeded there in my boat to make arrangements for getting off the stores, and embarking every thing previous to our departure.

I found that Purser Speiden had prepared for us ten thousand pounds of the best bread we had had during the cruise: this had been accomplished by his great perseverance and attention to the business, and I was thus relieved from all anxiety in regard to that indispensable article of the ration.

On the 1st of October, the Porpoise anchored at Astoria, and every body was now engaged in expediting the embarkation of stores on board of both vessels; the officers were detailed temporarily to the Oregon, whilst the necessary observations for the chronometers and magnetism were again made.

It now became important that the two larger vessels should be got to sea as early as possible. I therefore determined to seize the first opportunity that should offer for crossing the bar, and to return myself in the tender to complete the survey. We, in consequence, proceeded on the 2d to Baker's Bay, whilst the boats were still employed under Lieutenant De Haven in taking soundings. Acting-Master Knox and Passed Midshipman Reynolds, were now ordered to the Porpoise and Oregon, for the purpose of piloting them to sea, when an opportunity should serve. In Baker's Bay we found the Company's schooner, the Cadborough, which had been waiting three weeks for an opportunity to get over the bar.

As the Peacock's launch could not be taken with us, I had at one time an intention of sending her along the coast to San Francisco. The weather and advanced state of the season, however, would have rendered such a voyage dangerous; I therefore came to the determination of providing her with every essential to fit her to be used as a pilot-boat in the mouth of the river, or for the relief of vessels in