

distress. Mr. Birnie, on my asking him to take charge of her for that object, would have readily consented to do so for the Company, but had no authority. I therefore immediately wrote to Dr. M'Laughlin, to say that I had placed the launch at his disposal, and to request that she might be put under the supervision of the Company's officers, for the above purposes. She was completely fitted, and delivered over to Mr. Birnie. The letters to Dr. M'Laughlin on this subject will be found in Appendix V. In consequence of my departure from the coast, I received no answer from him, but have understood from other sources that the boat had been taken charge of. Her construction was admirably adapted for that purpose, and I am sure that if any disaster should occur, the assistance she will render will be of great benefit.

On the 5th, the prospect of passing the bar was favourable, and at 2<sup>h</sup> 30<sup>m</sup> P. M. the Company's bark Columbia, which had been lying off and on for the last week, entered. On passing the vessels she saluted us, and proceeded up the river to Astoria. At 3<sup>h</sup> 30<sup>m</sup>, I determined on making the attempt to get to sea. We quickly got the vessels under way, and in an hour afterwards we had passed the bar in safety.

The Cadborough followed our example, and went to sea also. Her master, before we got under way, had strong misgivings as to undertaking the risk at so late an hour both of the day and tide. The vessels of the Hudson Bay Company never attempt to pass either in or out, unless the opportunity is such as will warrant the master in making the attempt. They consider that there is sufficient risk at the best of times, and are unwilling to increase it. I have already stated that the entrance to the Columbia is impracticable for two-thirds of the year. This arises from the fact that it can never be entered at night, and in the day only at particular times of the tide and direction of the wind. Unlike all known ports, it requires both the tide and wind to be contrary, to insure any degree of safety. Those who may desire to be farther informed on this subject, are referred to the Hydrographical Memoir of the cruise.

Having succeeded in getting the brigs beyond the risk of detention, I gave them orders to await my return, and went on board the tender, to pass again into the river, for the purpose of completing all that remained of the survey. The Company's bark Columbia had just returned from the northern posts. The master, Mr. Broughton, was kind enough to give me much information respecting the northern coasts, and the Indian tribes: he likewise presented the Expedition with many curiosities of native workmanship, some of which showed much ingenuity, particularly their pipes and masks. The latter are used in their theatrical