

I am at present sick, but can get on with the work. I send Mr. Colvocoresses up, as I have no duty for him.

Very respectfully,

SAM'L R. KNOX,

*Acting Master, commanding Flying Fish.*

CHARLES WILKES, Esq.,

*Commanding U. S. Exploring Expedition.*

*Mr. Knox to Captain Wilkes.*

U. S. TENDER FLYING FISH,

*At the Bar, September 8, 1841.*

SIR: Your letter of 2d instant has just reached me. Since I wrote by Mr. Eld, I have filled up the Clatsop channel and the passage leading from the cape, out as far as that leading to sea.

I have done nothing more to the bay than what I mentioned in my last.

I have only been able to sound on slack water, as the tide runs with such force that the boats can do nothing in it. I also experienced great difficulty in getting the schooner to the stations necessary for operating, and find it impossible to remain in the outer passage with the flood-tide and sea breeze.

I do not think I shall be able to finish this part of the work in less than ten days, should I have good weather all the time.

I shall give my whole attention to this, until it is finished.

Respectfully, &c.,

SAM'L R. KNOX,

*Acting Master, commanding Flying Fish.*

CHARLES WILKES, Esq.,

*Commanding U. S. Exploring Expedition.*

It will therefore be seen what the experience of Mr. Knox was, from his own letter. In his letter published a short time since in the "Union," he has attempted to give directions for entering the river. These are both *incorrect* and *incomplete*; they do not correspond, and cannot be used with the chart, which all acknowledge to be correct. For instance, he speaks of Point Ellice as synonymous with Young's Point, when they are in fact on opposite sides of the river; and takes no notice whatever of the position of the greatest danger, viz: the end of the north spit. On this spit the greatest danger exists; nearly all the accidents have happened on it, or on the middle sands. Thus much for the share he took in these duties.

The survey up the river was conducted with six boats. They were separated into three divisions, viz: van, middle, and rear. One of each division was ordered to confine its operations to the same side of the river.

All the signals on the right hand side of the river were made numerical, while those on the left side were alphabetical; thus the officers had no difficulty in recognising a signal, and naming it at once. The two van boats were employed in putting up the signals, and observing the back angles; the middle division, both the forward and back angles; and the rear division, the forward angles. The van and middle divisions were also provided with bombs for the measurement of bases by sound, which