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was uncertain. The identity of the name of the vessel, of the number of rescued men and of the length of the junk's voyage, leads to a suspicion that this may be the same as the last instance; but the differences are greater than the coincidence, viz: the Captain's name, the junk's port of departure, Osaca being at the southern end of Nippon, the wreck's position, over 1200 miles from that of Capt. Adams, and the year. Forbes was in California himself, and evidently from the minuteness of this account, gathered it from something more than mere rumor; he may have heard of the rescue by the "Forester" and confused the two events. It is very singular that no writer that I am aware of has ever noticed this remarkable story, and that Prof. Davidson is the only one who has cited the note from Kotzebue.

Capt. C. M. Scammon, of the U. S. Rev. Marine, who was the discoverer of the wreck I am now about to describe, has kindly furnished me with the following facts, contributed by himself to the Daily Alta California, of April 22, 1860. "In 1853 there was found on the southwest and largest of the San Benito Group, the remains of what was supposed to be a Japanese junk; whether it was some part of those said to have been cast away on the coast of Oregon several years ago, or the relic of some other eastern [Oriental] sailing craft, is a subject of conjecture. That it was one or the other there can be no doubt. The planks were fastened together on the edges with spikes or bolts of a flat shape, with the head all on one side. The seams were not straight, although the workmanship was otherwise good. It appeared to be the bottom of a vessel that was seen here and gave evidence of