

y be drifted
the other
Continent of

es. With-
ory of the
essels have
d upon the
ging to the
adjacent to
, have been
ores, and in
men were
y to collect
l form, giv-
ch explana-

f Discovery
ndon, 1821,
at Honorara
al Hawaiian
was built by
ande Guim-
he was sold
Forester of
the "South
(na), King of
lams, Capt.
ng's service
tzebye says,
whose con-

versation delighted us very much." And in a note, p. 353, he gives this interesting incident, "Looking over Adams' journal I found the following notice, 'Brig Forester, the 24th of March, 1815, in the sea, near the coast of California, lat. $32^{\circ} 45' N.$, long. $233^{\circ} 3' East$, [$57' W.$] During a strong wind from W. N. W. and rainy weather, we descried this morning at 6 o'clock, a ship at a small distance, the disorder of whose sails convinced us that it stood in need of assistance. We immediately directed our course to it, and recognized the vessel in distress to be a Japanese, which had lost her mast and rudder. I was sent by the Captain on board, and found in the ship only three (3) dying Japanese, the Captain and two sailors. I instantly had the unfortunate men carried to our brig, where they were perfectly recovered, after four months careful attendance. We learnt from these people that they came from the port of Osaco [Osaca], in Japan, bound to another commercial town, but had been surprised immediately on their departure, by a storm, and had lost their mast and rudder. They had been, up to this day, a sport of the waves for seventeen months; and of their crew of thirty-five men only three had survived, who would have died of hunger."

Prof. Geo. Davidson, in "Coast Pilot of Alaska," Washington, 1869, page 63, quotes this passage and says the position indicated is about 350 miles W. S. W. (compass), from Point Conception. Prof. Davidson adds, "supposing this junk to have kept on the S. side of the axis of the great current, and to have been carried directly down the American coast on the western part of this current, it must