

them away to
gated; an ac-
dition.

ulting from a
light, and all
search can be
dson says, in
very distinct
s, from all the
f them bear a
Japanese, so
her this people
wrecked inhab-
chatka branch
our province

Company. who
Atka on the
making their
many words in
g at the north-

tribes of Indians
presence of some
as a style of
d he speaks of
the coast tribes
n localities, as
e. I may add,
servants, both
mon, it is often

very puzzling to detect their nationality, when dressed in European style. I have often been deceived myself. But these questions, as well as that of a similarity in language, are out of the range of my knowledge and foreign to my purpose.

To sum up then the sure results obtained, we have in the ninety years, from 1781 to 1871, nine junks, either stranded on our shores or drifted to their immediate neighborhood, and one at Oahu—and in every case where we have a record of the wreck a part of the crew saved alive, and this too at a period when the Japanese commercial regulations were most unfavorable to such voyages as brought their vessels within the influence of the Great Stream which could bear them to our shores. Recapitulating the list with approximate dates, we have, in

- ✓ 1815, Junk boarded at Sea, lat. $32^{\circ} 45' N.$, lon. $166^{\circ} 57' W.$
- ✓ 1813, " " about 49° " 131° .
- ✓ 1820, " stranded on Point Adams.
- ✓ 1833, " " Cape Flattery.
- ✓ 1805, " " near Sitka.
- ✓ 1782, " " on an Aleutian Island.
- 1862, " " " Attou "
- 1871, " " " Adakh "
- ✓ 1832, " " " Oahu, Hawaiian Islands.

Date unknown, wreck on San Benito Island.

Date unknown, several wrecks of junks on Midway and Ocean Islands, and Group between there and Oahu.

So much has come to our knowledge unquestionably, without counting the other cases which rest upon rumor. There is still remaining a possibility of more, whose crews have perished among the savages, or been absorbed. It is an interesting inquiry whether before the days of Japanese