

but at four in the morning of the 28th, the breakers were close under their lee; at daylight they saw the island of Prata, and finding they could not weather the shoal, ran to leeward of it. As they passed the south side, they saw two remarkable patches on the edge of the breakers, that looked like wrecks. On the south-west side of the reef, and near the south end of the island, they thought they saw openings in the reefs which promised safe anchorage.

In the forenoon of the 29th, they passed several Chinese fishing boats; and the sea was covered with wrecks of boats that had been lost, as they conjectured, in the late boisterous weather. They were in latitude $22^{\circ} 1'$, having run 110 miles since the preceding noon.

On the 30th, they ran along the Lema Islands, and got a Chinese pilot on board. In obedience to the instruction given to Captain Cook by the Admiralty, the captains now required of the officers and men of both ships to give up their journals, and what other papers they had in their possession relative to the voyage, which was cheerfully complied with; and at nine o'clock in the evening of the following day, they anchored three leagues from Macao.

Here, upon sending on shore to negotiate for supplies of provisions, &c. they first received intelligence of the occurrences in Europe, during the protracted period of their absence. On the 4th of December, they stood into the Typa, and moored with the stream-anchor and cable to the westward.

Captain King was sent up to Canton to expedite the supplies that were wanted, and experienced every possible assistance from the supercargoes and gentlemen of the Company's factory there. The purchase of the provisions and store wanted was completed on the 26th, and the whole stock was sent down on the following day, by a vessel which Captain Gore had engaged for the purpose. Twenty sea-otter skins were sold at Canton, by Captain King, for eight hundred dollars. At the ships a brisk trade was carried on in