

having been a long time on shore." San Benito Islands are off Lower California, near Cerros Island, lat. 28 N., lon. 116 W.

Capt. Scammon has since furnished me with the following memorandum, from Chief Engineer Jas. A. Doyle, of U. S. S. "Lincoln:" "In July, 1871, while attached to the U. S. Rev. Str. Lincoln, I visited the island of Attoñ, which marks the extreme western limit of our new possessions. I went on shore and was kindly received by the natives. I was shown the remains of a Japanese junk that had been wrecked on the island not far from the harbor. The people told me that they saved four of the crew and kept them for nearly a year until they were taken off by one of the Fur Company's vessels on her annual visit to the island. The old chief (he was about seventy) told me that during his time three junks had been lost on the surrounding islets, and jokingly remarked that the people would thank the Almighty if he would direct the wrecked junks into their harbor, as they were very badly off for wood."

I presume the first one mentioned by Mr. Doyle is the same vessel as that alluded to by Prof. Davidson, which stranded on Atton, in 1862. The other three are entirely new instances.

I will next cite the wreck of a vessel on Point Adams, the southern shore of the mouth of Columbia River, probably somewhere from 1810 to 1820. My oldest authority on this vessel is Capt. Sir Edward Belcher, who was at Astoria in 1839. In his "Voyage around the World," London, 1843, Vol. I., page 306, he says: "A wreck likewise occurred in this bay, [meaning the indentation of the