

main deck port, and washed away a sounding platform and part of the head berthing. In the first watch the wind moderated, and shifted more to the westward.

On the 24th, at 2 A.M., the ship again stood in for the land, made Mount Campbell at 3 P.M., and then proceeded for Cascade Reach, anchoring there at 7.30 P.M.

On the 25th the barometer low and falling, the weather outside looking dirty, and a swell setting into Cascade Reach, the ship steamed round to Betsy Cove, anchoring there at 6 A.M., and it was fortunate that this was done, for at 9.45 A.M. a sudden gale from the westward sprang up (force 8), which necessitated a second anchor being let go. The wind was fresh and squally all day, the sky clear overhead, but the hills capped with clouds, and the scud flying rapidly over in detached masses.

On the 26th, the weather being more settled, with a N.W. wind, the ship left Betsy Cove at 6 A.M., and worked to windward for Port Palliser, reaching Hopeful Harbour and anchoring there at 5 P.M. in 15 fathoms. The dangers hereabouts are well marked by kelp, so that the passages into the harbour may readily be followed with security. When opposite Hillsborough Bay it was observed that Fairway Island was low and devoid of verdure, being evidently waterwashed. Henry Island and those immediately adjacent to it are remarkable rectangular blocks readily distinguished. Harbour Island is high. Several whales were seen during the day.

On the 27th, at 5 A.M., the ship left Hopeful Harbour and worked to windward towards Howe Island, in a moderate northwest wind with slightly misty weather. The clouds collected principally over Mount Crozier, but above it, leaving its summit clear and apparently blue sky to the southward over Royal Sound. At noon two whaling schooners were seen standing out from under Swain Island, and the ship stood towards and communicated with them; and finding from their report that good anchorage existed south of Howe Island, followed them into Fuller Harbour after dredging in 95 fathoms just outside it, in Rhodes Bay.

One of the whaling schooners was the "Roswell King" before referred to, commanded by Captain Fuller, a most intelligent and obliging man, who readily answered all questions, and gave the benefit of his large experience in the neighbourhood of Kerguelen, where he had been engaged in sealing and whaling for nearly ten years.

On the 28th the ship remained at anchor in Fuller Harbour, and the surveying parties took up several stations on Howe Island and adjacent salient points, to connect the southern part of Kerguelen with the northern portion. The early part of the day was fine, and a true bearing and angles were obtained to the mountain ranges of Crozier, Wyville Thomson, and Mount Campbell. The northern hills, Table Mountain, Mount Havergal, &c., were also free from cloud, so that the triangles were completed, joining Mount Wyville Thomson to Christmas Harbour.

The wind during the day was moderate, but the weather was very cold on the top of the hills, rendering it wretched work standing in an exposed position by a