

SPECIAL COMMITTEE REPORT.

Nelson River. This is likely caused by the imperfect and incorrect maps current, which do not show distinctly that it is on the Hayes' River, which flows into the Bay, and whose outlet is divided from that of the Nelson by a bar or tongue of land projecting out into the sea, called Beacon Point. It was supposed by the early navigators to be a branch of the Nelson, and indeed I find Dodds speaks of "York Port on the southern branch of the Nelson River." (1748).

"In 1782, La Perouse, the French Admiral, with a seventy-four-gun line-of-battle ship, and two frigates of thirty-six guns each, anchored at the mouth of Nelson River, not finding sufficient water in Hayes' River. He landed 250 men, mortars, guns, and provision for eight days. (La Perouse voyages, page 42).

"Certainly these were large sized vessels to be in those waters, and it proves that the French considered the taking of the forts a matter of importance, and also that the water at the mouth of the Nelson was of a good depth.

"I took the temperature of the sea upwards of twenty times during our voyage (about 550 miles north of Moose on the east main coast), which extended over the greater part of July, August and September, and found it to average 53° fah. I also noted the temperature of the rivers we visited, and found that the average of five of them was 61° fah. We bathed in the water almost daily, and found the temperature agreeable. We saw no ice, with the exception of a little 'bay ice' at the commencement of our journey, which had been driven into the neighborhood of the mouth of Moose River, after northerly winds had prevailed for many days. There was very little rain, and only two or three days of fog. Average temperature of the sea at three or four feet below surface for trials during three months was 53° and of the air 62½°. These observations were taken at various hours between 7 a. m. and 9 p. m." (Dr. Bell 1877).

"In the autumn of the same year (1864), the schooner "Martin" arrived at Moose Factory from York with a portion of the cargo of the "Prince Arthur," about the end of October. She reached Moose Factory just in time to be hauled up out of the fast forming ice." (Letter of Charles Horetzky, lately in the Hudson's Bay Company's service, to Col. Dennis, 4th Nov. 1878).

"Prof. Hind gives us some very valuable data respecting the influence of the sun during the long days experienced in these northern regions, and I give a table prepared by him :