

from the shore, he sailed from thence to Hayes's-river, to be ready upon the approach of any of the enemy's ships, to take up the buoys and beacons, and run up a-breast of the factory. In this interval of leisure, captain Fowler prevailed with the governor to lend him the factory's long boat, that he and I might sound Nelson-river; for it was then totally unknown to the Company's servants, whether a ship could go in or out: a point surely well worth determining, as the ships, which always lie in five-fathom-hole, the entrance of which is very bad, might be secure of a retreat in case of danger from storms or an enemy. Accordingly, on the 15th July, 1745, we left the ship in five-fathom-hole to go upon this expedition; and a journal of the soundings and the courses of the river is added in the appendix.

WHEN we entered the river's mouth, it blew a fresh gale; and soon after there came on so thick a fog, that we could not see the shore on either side. We had now a rough sea, and only three feet water, and if the boat had struck and filled here we must inevitably have perished; for in two casts more of the line, which the man cast as quick as he could, we found ourselves in eight fathom water. When the fog blew off sufficiently to let us see the shore on both sides, we steered up the river along the north shore, and passed Seal island, beyond which we met a strong stream, but having a fair wind we sailed up till we found smooth water. Soon after we returned and pitched our tent upon a fine gravelly point of Gillam's island, where our boat lay very safely all night.

THE next day we made observations upon the islands, and along the banks; but in all our searches no signs could be discovered of their having ever been a settlement upon this river. I went up much higher than the Company would have fixed a factory,