

cinches may be of canvas heavily stitched, about 6 inches wide and reinforced at both ends with leather pads under hook and cinch ring. Rope splicing must be included among the packers' accomplishments, not merely to make repairs, but also to finish off rope ends, loops, etc., in the neatest and most durable manner. For this purpose a marlin spike fashioned out of a Rocky Mountain goat horn is unsurpassed. A few pairs of hobbles for the wandering members of the train, a couple extra large size cowbells with suitable straps and pack covers 6 feet by 6 feet of medium weight water proof canvas hemmed on all four sides complete the essential packing equipment.

How to Pack Properly

The art of packing must necessarily be considered under three heads. These are (1) the assembling of packs, (2) the hitch and (3) the care of horses. The first two are easily acquired, but unfortunately the mere ability to make up side and top packs and lash them on a horse never so securely does not in itself make one a packer.

The whole secret of correct assembly of packs for horse transport lies in making each of a pair of side packs as nearly as possible of the same weight, size and shape as its fellow. Some variation in size and shape is permissible within limits that only experience will teach but a variation in weight of only a few pounds unless compensated by the position of the

another until the required balance is secured. As experience is gained, skill in disposing the top pack so as to compensate for any slight inequality in weight of side packs will be secured and thereby much time will be saved. Top packs should contain the light bulky materials such as bedding and tents. They should be well flattened down and centered perfectly over the saddle.

Placing the Packs.

Two men working together pack much more quickly than two working alone. Each man, however, should be thoroughly skilled in all movements on both sides of the horse so that he may work on the 'near' or the 'off'

packs. Each man swings one of these into place and holding it with one hand encloses it in the bight of the sling rope which he then secures with a sling rope hitch. A quick glance from the rear by one packer then assures that both packs are on the same level. During this interval the other packer has swung the top pack into place. Both assist, in settling it properly on top of the load. Another quick glance from the rear by the 'near' packer assures its correct placing while the 'off' packer ties a loop in the sling rope at the proper place. This is then thrown over the pack, the other sling passed through it and with the 'off' packer bearing down on his side pack to prevent shifting the



A pack horse with ordinary outfit



Adjusting the Diamond Hitch

top pack will surely cause trouble in the course of a day's travel. Beginners, therefore, cannot be too careful with weight distribution. Packs should be 'hefted' again and again and small articles transferred from one to

side indiscriminately, although ordinarily a pair of packers will each work only the one side of all the horses they handle. The process of packing after saddling is completed consists first of placing the side

'near' packer tightens up on the sling rope and secures the end on top of the load. While he is making this end secure the 'off' packer picks up the pack cover, both pass it over the load, tuck in their respective sides and begin the hitch.

To the complete novice there is only one packing hitch, the famous Diamond Hitch. Off in a class by himself is the obnoxious person who has gained enough superficial knowledge of packing by seeing others packing and listening to real packers wrangle over the virtues of their favorite hitches to know that there are two hitches, the 'Genuine' Diamond Hitch and a lot of hybrid ties of no real standing in packing circles contemptuously called Squaw hitches. The real facts are that not only are there several forms of the Diamond Hitch itself, but there are also several distinct ways of tying almost every one of these different forms of the Diamond. In addition there are a number of hitches every bit as secure as the Diamond hitch but adapted for the most part to special

(Concluded on page 737)