

sod cloth well, or they will make entry that way. They will get in in most surprising ways and places.

In conclusion, I would say, make your outfit as simple and serviceable as possible. Do not meddle with notions designed to overcome this, that or the other difficulty, as they very often create more trouble than that we take them to obviate. Metallic boats I would specially warn against. They may be light, capacious and useful, but they are easily fractured and difficult to mend, while a wooden boat can be mended at almost any time and place, and breaks and fractures may be confidently looked forward to. If bass wood canoes are taken, some pieces of the planking should be taken along for mending with. Some rough lengths, which would not be of much service in the construction of a boat or canoe, can easily be carried in the bottom. When a break is made in a canoe, if the parts are not too much fractured, they may be coated with white lead on the broken edges, pushed back to their original positions, a piece of the planking cut to overlap the fracture, coated with white lead, put over it on the inside and nailed and clinched tight to it. This makes it as strong as ever. Should the break be too bad to do this with, the fractured parts should be cut out neatly with a bevel on the cut edge; a piece of planking cut bevelled edge to fit this hole is put into it, after coating the edge with white lead, and another piece put over it on the inside, as before, so as to lap over the cut joint, and nailed and clinched, will make the boat as sound as new, and it is only the work of an hour or less.