

kind of work are a small saw, a chisel which when fastened to a wooden handle serves him for a hatchet, a small gimlet and a sharp pointed knife; as soon as the skeleton of the boat is completed the woman covers it with thick seals' leather still soft from the dressing, and calks the interstices with old hard fat, so that these boats are much less leaky than many wooden ones, the seams swelling in the water, but they require recovering almost every year; they are rowed by the women, commonly four at a time, while one takes the helm, at the head of the boat. Till European sail cloth could be had, they spread a sail of gutskins sewed together, six feet high and nine feet broad. Rich Eskimo near trading stations often make their sails of white linen striped with red, but their boats can only sail with the wind on the quarter or astern and even then cannot keep pace with an European boat; they have, however, this advantage, that from their lightness and shape they can make headway faster with their oars in contrary winds or a calm. In these boats they undertake voyages of many hundred miles along the coast, with their tents, dogs and all their goods, carrying besides ten to twenty persons. The men, however, keep them company in kayacks, breaking the force of the waves when they run high, and in case of necessity holding the sides of the boat in equilibrium with their hands. They usually travel thus thirty miles a day and in their nightly encampments on the shore they unload the boat, turn it upside down and cover it with stones to secure it from the violence of the wind or a sudden rise of the tide and if the state of the weather prevents their travelling by sea six or eight of them carry the boat overland on their heads to more navigable waters. Europeans have sometimes built boats on their model and find them on many occasions for arctic progress more serviceable than their own heavy ones.

The small canoe or kayack is, however, the Eskimo boat *par excellence*, and much more care is taken in making it, for the owner's life depends upon it in many cases, and from the nature of his avocations it has become almost a part of the Eskimo himself and he seems, as indeed he is, perfectly at home and in his element in it. It is generally about eighteen feet long, and shaped like a weaver's shuttle, with the ends turned up. At the middle it is about eighteen inches broad, and is scarcely a foot in depth; like the woman's boat, it is constructed of long, slender laths, with cross hoops secured with whalebone, and is covered with seal leather. Both ends are capped with bone, on account of the friction to which they are subjected among the rocks. In the middle of the skin covering of the kayack is a round hole with a raised ring of wood or bone, in which the Eskimo squats down on a soft fur, the ring or combing reaching up to his hips, and he tucks his water dress—the seal coat—so tightly about him that no water can enter the boat; this water coat is also fastened close around his neck and arms with bone buttons. The harpoon dart is strapped to the kayack at his side, and before him lies the coiled-up line, and behind him is the bladder. He grasps with both hands the middle of his paddle, which is made of solid wood, tipped with metal, and with bone along the sides, and swings it with rapid and regular strokes. Thus equipped he sets out to hunt seals or sea fowl, looking as proud almost as though he was the commander of the largest man-of-war.

An Eskimo in his kayack is indeed an object of admiration to those who see him in rough weather, and his sea dress, shining with rows of white bone buttons, gives him a splendid appearance. He attains great speed in this boat, and when doing duty as a despatch boat—carrying letters—will make forty-five to fifty miles a day. He dreads no storm, and as long as a ship can carry her top-sails he braves the largest billows, darting over them