

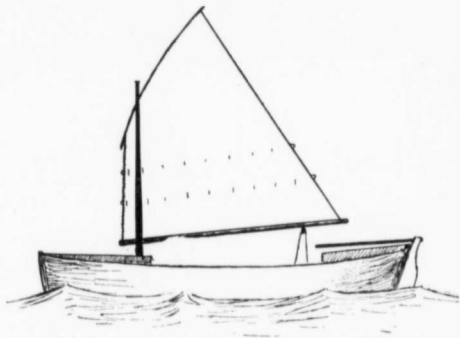
properties. Twelve miles southwest of the town are areas which were recently sold for the sum of three hundred thousand dollars, and arrangements are made to commence the development of this property at the beginning of the new year.

### TYPES OF BOATS FOR PROSPECTORS.

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**A**S undoubtedly a large number of prospectors will be exploring our coasts next year, a few words as to the type of boats in use may not be out of place. The earliest craft found on the coast was the Indian canoe. Canoes are made on practically two distinct patterns: the West Coast of Vancouver Island canoe, and the Northern or Queen Charlotte Island canoe.

Representatives of these types are shown in the accompanying cuts. These craft were built of a considerable size considering that they were invariably cut or dug out from a single cedar tree, being often 40 feet



long by 7 feet beam, but it must be remembered that a canoe with 7 feet beam could be made out of a cedar having a diameter of only 6 feet.

This was accomplished after hollowing out the canoe by fire and chipping, by filling it with water and heating the water by throwing in hot stones, then while the wood was soft and pliable forcing out the sides with sticks acting as stretchers.

The bow forms the principal distinction between the two types, that of the West Coast canoe being much larger and carved at the end to represent the figure of some animal; this portion is a separate piece of wood and is sewn on to the body of the boat by thongs of spruce root. This bow has a large amount of flare which the West Coast Indians claim is of great service in parting the waves while a landing is being made through surf, this is invariably done stern first with the bow pointing seaward; the bow has, however, a prejudicial effect when sailing with a beam wind by throwing the boat's head off the wind.

The stern of the West Coast canoe is vertical and differs in this respect from the Queen Charlotte Island craft, which has a stern cut away with a long curve, which makes it much more difficult to attach a rudder.

A peculiarity of the northern canoe is a rectangular piece cut out of the bow below the water line. I made several enquiries as to the origin or reason for doing this but the only answer I got was that it had always

been so, its usefulness appears to be confined to catching in any kelp bed you may be going through.

A danger is always present with cedar canoes, they may split in a sea from end to end, this is more liable to occur when the canoe is old and the bottom has worn thin. This point should be specially looked to before venturing on rough water.

It is doubtful if sails were used by the Indians before the advent of the white man, that used now is a sprit sail of rectangular form with a long gaff, this is kept from falling off the wind by a line from the peak, in fact it is the end of the main sheet carried to the peak and forming a loop.

It is wonderful how these canoes will hold up to the wind when sailing on the beam, especially if laden, this is no doubt due to their great length in proportion to beam.

An ingenious method of reefing is employed by the Indians, they slack in the sprit and roll a portion of the sail round the mast.

For general use on the coast, and even for river work where polling has to be done, men who have used both prefer the Indian to the Peterboro canoe, except when



A TYPICAL INDIAN CANOE.

much portaging has to be done which gives the advantage of lightness to the latter.

It appears to be only a matter of a few years till the canoe, as now used, will have disappeared and the Columbia river boat taken its place, the Indians are getting quite expert at the building of these boats which are usually from 30 to 26 feet long.

The small boats used by the B. C. sealing fleet have claimed considerable attention from the prospector; these open boats about 18 feet long are very seaworthy, carry a lot of stuff, sails fairly well when properly rigged (which is seldom), but are heavy and takes it out of a man on a long pull.

The boat for the prospector should be light enough for one man to row easily, should sail well enough to hold her own on a beam wind, and be reasonable in price without any fancy fittings.

This boat commends itself to me more than the five tonner with a cabin, as I have seen such a boat hang for weeks in a calm—calms being the rule in the "inside" waters during the summer months.

The boat which suggests itself as most nearly meeting the requirements would be about 18 to 20 feet long, rather small in the beam, decked for some distance fore and aft with a small side deck and coamings, these latter are of great help in preventing the top of the short seas from coming in.