

the current is very strong it is continually sinking into the water, which increases its weight. This renders it liable to catch on sticks, tree tops, rocks or other things which are generally found plentifully strewn along the river banks. The men on shore will soon acquire the knack of flinging the line over any obstacle of that kind providing it is not too heavy. A sharp upward jerk will hoist it feet above anything we desire to avoid if given at the right time. To do this the bow of the canoe should be turned across current just before the line is thrown up. This holds the canoe out against the effect of the pull on the line, often a high tree top or other obstacle can be passed easily by turning the boat out into the current; this runs her up and out, so that if the obstacle is close to shore it is passed without any attention from the men hauling.

Care should be taken when the boat is running up in an eddy below a point with a swift current rushing past it, to enter the boat or canoe into the current as nearly as possible bow on, and not across the current; by entering this way into the current gradually, no time is lost and no risk is run. I have known several boats to be swamped by running them up the eddy as far as possible and suddenly turning them into the swift current; the result being the water boiled over the side of the boat and filled her. Had the men given way on the hauling line in time this would not have happened, or had the line parted as a light line would have done, all would have been well. I call particular attention to this and its attendant risks. A little practice will soon enable one to do this. Take plenty of line for that purpose, but do not take it too heavy. As a rule, not less than 60 feet of line should be out even under the best conditions, and in rough water, or along a bad shore, more is required. Not less than 120 feet should be ready for use when required, so fastened that whenever required it can be let out quickly and free from knots and twists. There are several ways of doing this. One is to have the line wound around a post or bit of board at the front end, which the hauling man can pay out as he deems necessary, and wind in again when he sees fit. Cotton line is unsuitable. The water has a bad effect on it. It soon cuts and rots, and is not so strong as good jute line.



Unalaska from West End.

*From Photo, by W. Ogilvie.*