

the curtain which fills the place of a door, and lo! it deceives him. He disappears, taking with him his fall the entire washing apparatus of the occupant of the "house." The crash is tremendous, but we skilfully pick him out of the pool of water, from among the ruins of the jug and basin, and having first relieved him from the oppressive weight of the washstand! Nought says the master, but his compressed lips and stern glance betoken that our friend will go home on the morrow a sadder, if not a wiser man!

The next morning, bright and early, we leave the old College for our homes, anticipating "lots of fun" during our Christmas holidays.

Well, those days will never come back to us. We had our troubles, but they did not last long. We studied and rowed, played cricket, football or racquette; looked after the fires, got "tanned" for many offences; swept our seniors' studies; fought and seconded others; trained for athletics; had private "tea-fights," consuming unknown quantities of bread, jam, cocoa and cake; rejoiced over a "tip," were it guinea or half-crown; got into scrapes and out of them, and were true to each other to the last; were "handed" or flogged, took prizes or lost them; worshipped the brave and strong and skilful, despised the mean and cowardly—all in the same careless, happy-boy-spirit that has left us now. Glorious days! Living in a miniature world admirably calculated to make us *men*, fit to cope with the great outside world beyond, which we were soon to encounter!

And not the least happy of the recollections we have of our schooldays are those connected with the *PRAXY*.

Rex.

Canoes and Canoeing.

Of all the ways of spending a summer vacation, a canoe trip is, in my opinion, the pleasantest, affording as it does access to fishing and shooting grounds, and picturesque scenery impossible, or at any rate difficult of attainment in any other way, and being in itself a pleasant and healthful mode of travelling. Who eats his supper with a better appetite than the canoeist, after a long day's paddle? Who sleeps more soundly than he, as he lies rolled up in his blanket and dreams of the trout he has caught and the rapids he has shot during the day? Who feels in better trim for his day's work than he, after his morning swim and hearty breakfast.

Of all countries in the world perhaps Canada offers the most attractive cruising grounds, covered, as a great part of it is, with a complete network of lakes and rivers, in general well-stocked with fish, and affording splendid sport with rod, and at the proper season, with the gun.

There are three styles of canoe particularly applicable to pleasure cruising: the Birch Bark, the Rice Lake, and the Rob Roy.

All my readers are no doubt well-acquainted with the form and general properties of the first. Its lightness and the elasticity and toughness of its skin make it peculiarly adapted to the purposes for which it is required by its builder; it requires, however, long practice to become efficient in its management, more especially to become a good steersman, and a novice will generally make it rickety and leaky in a few days. With careful and skilful handling, however, it is wonderful what rapids it will descend, and what broad waters it will cross in safety. The best canoes of this description which I have ever seen, are those made by the Indians occupying the reserve at Bermsis River, in the county of Saguenay. These canoes are made in two thicknesses of bark gummed together, and will stand an immense amount of wear and tear.

Bark canoes should always be thickly varnished or painted, both to preserve the bark and to prevent its absorbing water. The difference between the weight of a wet and dry canoe consequent on this absorption is surprising.

The so-called Rice Lake canoes are made of very thin planks of bass-wood. Their weight is little more than that of a bark canoe of similar size, and they are more durable, swift and dry, and at the same time easier to manage. These canoes are made by Englis, of Peterborough, and Mason, of Lakefield.

The Rob Roy canoe, as designed and worked by Mr. MacGregor is, I think, the most perfect canoe yet built for the varied work of a cruise. It combines the lightness, handiness and speed of the Rice Lake with sea-going and sailing qualities which the latter does not possess.

In the Rob Roy Mr. MacGregor made a trip of great length and interest through the lakes and rivers of Norway and Sweden, from Christiana to Stockholm, even venturing far out into the Baltic Sea itself. Later he made a voyage through the Holy Land, paddling on the Jordan, the Sea of Galilee, the Abana and Pharis, and other sacred waters. Many people object to this mode of travelling as lonely; this drawback is easily obviated by two canoes going in company, and this plan is, I think, much better than that of a larger canoe holding both persons.

Each man is complete master of his own canoe, and has an equal share of danger, responsibility and hard work, and if one is inclined to undertake a dangerous feat, he does not thereby imperil anyone but himself. If one canoe comes to grief in a wild country the other can still be used to go in search of assistance, or might even contain both persons until civilization is again reached. A long portage is more easily effected with two light canoes than with one heavy one. Lastly, the use of the double-bladed paddle is more simple and easily learned than that of the single.

The original Rob Roy was 14 feet long, 2 feet 2 in. wide, and 1 foot deep, decked over with the exception of a hatch in which the canoeist sat. Her weight with all her fittings was 71 lbs. She was built of oak with a deck of cedar. I don't see why white pine, bass-wood, or best of all cedar, would not answer as well. They would perhaps not have stood the rough usage to which Mr. MacGregor's canoe was subjected, but on the other hand a canoe built of either of these woods would be so superior in lightness, that such usage would be unnecessary, as instead of drawing it bodily along the ground as he did, a man would be able to carry it with ease. In Canada also, it would in many cases be impossible to obtain assistance in making a portage; and hence a canoe which was too heavy to be carried would be useless.

And now having discussed the three forms of canoe applicable to travelling in Canada, the next question is where to go. Montreal, situated as it is at the junction of our two largest rivers, the centre of our railway and steamboat systems, and a place where all necessities can be obtained, is well adapted for a starting point. One who has only three or four days to spare can pass them very pleasantly in circumnavigating the Island of Montreal—a trip which I with two friends accomplished successfully in October last. He will find pretty and varied scenery, and, at the proper time, fair fishing and shooting. A couple of weeks could be spent in ascending the Ottawa to the Capital, passing through the Rideau Canal to Kingston, and returning to Montreal by the St. Lawrence, through the lake of the Thousand Islands, and past its grand rapids.

If again he has more time, a cruise along the north shore of the St. Lawrence below Quebec, would amply repay him in magnificent scenery, invigorating sea breezes, and fine fishing.

Another pleasant tour would be to ascend the Ottawa and its tributary, the Mattawa source, near Lake Nipissing, to cross the latter lake and ascend the French River to Lake Huron, and finally to reach Collingwood, through the beautiful archipelago of the Georgian Bay.

A study of the map of the Dominion will suggest a variety of other voyages.

To anyone who really intends making a tour of this kind, I would recommend MacGregor's "Rob Roy on the Baltic" or Powell's "Canoe Travelling". In the appendices of these books he will find the details in the construction of Rob Roy canoes minutely described. In Canada, in addition to the outfit there given, the traveller would need a small tent, and would find a gun a useful article.

As to the best time of the year for canoeing, a trip leading into the unsettled parts of the country should be taken not earlier than the middle of July, as the flies are sometimes unbearable in June and the first half of July.

On the lower St. Lawrence, however, these pests do not trouble one to any serious extent, and as the best run of sea trout takes place in the beginning of July, it is best to go about that time.

In conclusion, I may say that to any one desirous of building and fitting out a canoe, I shall be glad to give any assistance in my power, and I wish him on his voyage such health and enjoyment as I have always found on such occasions, and which will surely result from open air exercise, change of scene, and a diet of salt pork, biscuit and tea.

H. K. W.