

A gravelly spot on the shore was selected and the boat built bottom up. As she approached completion a good deal of speculation was indulged in as to how she was to be turned. The united strength of the party was insufficient for the purpose, and even if it had been sufficient the shock she

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would have received in going over would have damaged her badly. The captain, as usual, was full of advice and fertile in suggestions, displaying a profundity of ignorance of mechanical principles which furnished amusement for the whole party and kept them in a constant good humor. After a week's hard work the boat was finished, and I had her mounted on blocks at the two ends and a trench about four feet in depth dug all along one side.

The captain watched these mysterious preparations with considerable interest. When all was ready a lift and a shove from the united party was all that was necessary, and she turned without strain, coming up on the sloping gravel bank on her side. The cap-

tain walked around her admiringly, and was good enough to admit that that was one way to turn a boat, but at the same time he was convinced that it was not the right way. The boat, as completed, measured thirty-two feet in length by eleven feet beam, and was thirty-two inches deep. A new difficulty now presented itself. The entire party were of the opinion that she was not big enough to carry her load, and to satisfy them, before she was launched I calculated her weight and found that loaded she would float with fourteen inches free-board. The captain laughed derisively when I marked her *load-line* on her side, and he insisted that in spite of all calculations, that loaded she would sink. When put into the water she floated well up, however, and as the men began to load her for her venturesome trip, the captain watched that line sink lower and lower until it just touched the water—and there it remained. He then gave vent to his astonishment in language more vigor-