

timbers of ash, both ends exactly alike, and fitted to be steered either with a sweep-oar or a rudder. The largest, twenty-six feet long, and five feet four inches broad, was adapted for six rowers, a steersman, and an officer; it could be borne on the shoulders of six men, and was found, on trial, to be capable of carrying three tons weight in addition to the crew. The two others were each twenty-four feet long, four feet ten inches broad, and were capable of receiving a crew of five men, a steersman, and an officer, with an additional weight of two and a half tons. The greatest care was paid to their construction by Mr. Cow, boat-builder of Woolwich Yard; and, as I could not often be present, my friend Captain Buchan, R.N., kindly undertook to report their progress; and I am further indebted to him for many valuable suggestions which were acted upon.

When the boats were finished, they were tried at Woolwich, in the presence of many naval and military officers, as to their qualities of sailing, rowing, and paddling, and found to answer fully the expectations that had been formed of them. At the same time we tried another little vessel belonging to the Expedition, named the Walnut-Shell, the invention and construction of which I owe to my friend Lieutenant-Colonel Pasley, of the Royal Engineers. Its length was nine feet, its breadth four feet four inches, and it was framed of well-seasoned ash, fastened with thongs, covered with Mr. Mackintosh's prepared canvas, and shaped like one valve of a walnut-shell, whence its appellation. It weighed only eighty-five pounds, could, when taken to pieces, be made up in five or six parcels, and was capable of