

The above weights were furnished me by the makers. The weights in the paragraphs preceding the list are from my own observation after the canoe had been used awhile. In actual use the water the wood absorbs will increase it 10 to 20 pounds.

The freight rates on those canoes from where they are made in Ontario to Vancouver, is about \$2.65 per 100 pounds space weight, with a minimum weight charge of 800 pounds, or, in other words, you are charged for the space the boat occupies. Now, by nesting them, that is, taking several of the different sizes, the smaller ones inside the larger ones, say a 22 foot, 21 foot, 19 foot, and 18 foot, space weight, crate and all, about the limit—800 pounds—costs \$21.20, or about \$5.30 each. If you wish to pay for actual weight the charge is about \$10.50 per hundred pounds. Nesting is by far the best way to send them, and large parties going can have their canoes put up that way with lessened risk in transport, and less cost than if sent singly. This I would advise to be done. In ordering a canoe, order with an 18 or 19 foot canoe 5 or 6 good, specially heavy paddles, not less than 5 feet 9 inches long. If any of the makers manufacture poles for poling, I would advise those to be taken along too. They should be made of good, straight-grained white ash or other light, strong wood, from 8 to 10 feet in length, about 1½ inches thick at the lower end or point, tapering to about 1¼ or 1⅜ at the top on which a round knob should be left, say 1½ inches in diameter. The point should have a socket steel point put on over the wood and fastened to it with a screw, so as to be easily taken off. These will prove convenient on our journeys for other uses than poling, and much more durable and handy than any we may get in the country. Also procure a canvas cover of sufficient size to cover the canoe completely, so made that it can be fastened down when necessary and prevent wind blowing it away. This may be ordered from the makers with advantage, they having the benefit of their own and others' experience. It will prove very useful, and often save us unloading our boat during a rainy period. Down stream in one of these boats is easy work. In making our way up stream we have to resort generally to poling or tracking, as the current is generally too swift to be surmounted by paddling. Poles can be got in the country, but if they can be procured at the makers, as above stated, by all means take them. Unless they are iron-shod they soon what is called "brush" at the point, that is, the soft wood bruises and gets brushy. This has to be cut off from time to time, and the pole is soon reduced in length by this constant wearing. By all means get them iron pointed, or steel is still better. Several kinds of points are made, but a good blacksmith will easily and quickly turn out a half-dozen or more socket points to be fastened on with a screw or nail at very little expense, and any kind, so long as it covers the end of the pole, and is capable of being securely fastened to it, is good enough.

In poling the boat or canoe, the poler stands up, puts the end of his pole to the bottom and shoves on it, the man in the stern steering the canoe as may be desired while still shoving. To the uninitiated this is a very difficult and laborious work, but a little practice soon gets one into the knack of it, and it is wonderful how a boat can be propelled by two or three men who are accustomed to this work. As much as 30 or 35 miles per day has been done, but the unaccustomed would probably tire themselves out in one-third of that. Where the water is deep, that is, more than three feet, which is a fair depth, or where the bottom is too soft for poling, as in mud the pole sinks into it and is difficult to withdraw; in fact, the withdrawal often nullifies the effect of the push and the boat stands still, and the beach is suitable for walking on, we resort to tracking,—that is, a small, strong line is attached to the side of the boat some three to six feet from the bow; another line, called a bridle, is fastened to the bow and to the hauling line four or more feet forward from where it is attached to the boat. If this line is properly attached the boat will steer itself. The hauling line being attached to the side of the boat tends to draw the bow out so that she will run across stream, but the bridle counteracts this, and with proper adjustment the result is that the boat follows along a few feet out from the shore. It requires very little attention from the man steering—in fact, the only attention he