beside their crew, their whole woodly property, by no means an inconsiderable cargo. One which I saw at Victoria carried three masts and was estimated at not less than seventy feet in length.

The usual method of constructing canoes is to cut or burn the tree down and into a suitable length, rough hew the outside, cut out the inside with a hatchet and chisel or hand adze, then turn it over and hew the outside to correspond with the inside. When in this state it is filled with water which is boiled by means of hot stones, a fire being made all round the canoe on the outside. This is for the purpose of spreading the canoe, which is too narrow for its depth, and the thwarts are put and secured by cords passed through small holes in the side to keep it in shape. The prow of the Chinook canoe, and projecting parts of others which are too large to be cut from the single tree, or would cross the grain, are mortised in and secured by cords in like manner. Should unluckily knots or other defects appear in the sides the piece is cut out and another set in in its place. This is done by boring small holes, through which the patch is firmly sewed with twine and which are then plugged. The seam is caulked with pitch and cedar bark, scraped to the consistence of tow. When finished the outside is slightly charred and painted with coal made from rushes and