

as the covers of both kinds of craft would have weighed about the same, and what would have been saved in the weight of the frames was not much, if one remembers that a whole kayak-frame only weighs about 16 pounds. Then, too, if kayaks were used, some weight would be saved by being able to carry our provisions and other *impedimenta* in bags of thin material, which could be stowed away in the kayaks, and the latter lashed to the sledges. Our provisions would thus be protected against all risk of attack by dogs, or of being cut by sharp pieces of ice. The other alternative—the canvas cover—which would have required fitting on and folding up again after being in the water, would, necessarily, in the low temperatures we had to expect, have become spoiled and leaky. Last, but not least, the kayak, with its tightly covered deck, is a most efficient sea-boat, in which one can get along in any kind of weather, and is also an admirable craft for shooting and fishing purposes. The boat which one could have contrived by the other expedient could with difficulty have been made any way satisfactory in this respect.

I have also mentioned the *sledges* which I had made for this expedition. They were of the same pattern as those built for the Greenland one; somewhat resembling in shape the Norwegian "skikjelke,"\* which is a low hand-sledge on broad runners, similar to our ordinary

\* They were 12 feet long, 1 foot  $9\frac{1}{2}$  inches broad, and rode about 5 inches above the snow.