

“ski.” But instead of the broad, flat runners we used in Greenland, I had the runners made in this case about the same in width ($3\frac{1}{8}$ inches), but somewhat convex underneath, like those to be found on the “skikjelke” of Österdalen and elsewhere. These convex runners proved to move very easily on the kind of country which we had to travel over, and they enabled the long sledges to be turned with ease, which was particularly convenient in the drift-ice, where the many irregularities often necessitated a very zigzag route. The runners were covered with a thin plate of German silver, which, as it always keeps bright and smooth and does not rust, answered its purpose well. As I mentioned before, there were thin, loose, well-tarred guard-runners of a kind of maple (*Acer platanoides*) underneath the German-silver ones. The sledges were also prepared in various other ways, which have been treated of before, for the heavy loads they were to carry at the beginning. The result of this was that they were somewhat heavier than I had intended at first; but in return I had the satisfaction of their being fit for use during the whole journey, and not once were we stopped or delayed by their breaking down. This has hardly been the case with former sledge journeys.

I have referred several times to our *clothes*, and our trial-trips in them. Although we had come to the conclusion that our wolfskin garments were too warm for travelling in, we took them with us all the same on our