

# GOULD JOHN MEAD

HOW TO CAMP OUT

**John Gould**  
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*How to Camp Out:*

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Конец ознакомительного фрагмента.

# John Mead Gould

## How to Camp Out

### PREFACE

In these few pages I have tried to prepare something about camping and walking, such as I should have enjoyed reading when I was a boy; and, with this thought in my mind, I some years ago began to collect the subject-matter for a book of this kind, by jotting down all questions about camping, &c., that my young friends asked me. I have also taken pains, when I have been off on a walk, or have been camping, to notice the parties of campers and trampers that I have chanced to meet, and have made a note of their failures or success. The experiences of the pleasant days when, in my teens, I climbed the mountains of Oxford County, or sailed through Casco Bay, have added largely to the stock of notes; and finally the diaries of "the war," and the recollections of "the field," have contributed generously; so that, with quotations, and some help from other sources, a sizable volume is ready.

Although it is prepared for young men,—for students more especially,—it contains much, I trust, that will prove valuable to campers-out in general.

I am under obligations to Dr. Elliott Coues, of the United States Army, for the valuable advice contained in Chapter XIII.;

and I esteem it a piece of good fortune that his excellent work ("Field Ornithology") should have been published before this effort of mine, for I hardly know where else I could have found the information with authority so unquestionable.

Prof. Edward S. Morse has increased the debt of gratitude I already owe him, by taking his precious time to draw my illustrations, and prepare them for the engraver.

Mr. J. Edward Fickett of Portland, a sailmaker, and formerly of the navy, has assisted in the chapter upon tents; and there are numbers of my young friends who will recognize the results of their experience, as they read these pages, and will please to receive my thanks for making them known to me.

Portland, Me., January, 1877.

# CHAPTER I

## GETTING READY

The hope of camping out that comes over one in early spring, the laying of plans and arranging of details, is, I sometimes think, even more enjoyable than reality itself. As there is pleasure in this, let me advise you to give a practical turn to your anticipations.

Think over and decide whether you will walk, go horseback, sail, camp out in one place, or what you will do; then learn what you can of the route you propose to go over, or the ground where you intend to camp for the season. If you think of moving through or camping in places unknown to you, it is important to learn whether you can buy provisions and get lodgings along your route. See some one, if you can, who has been where you think of going, and put down in a note-book all he tells you that is important.

Have your clothes made or mended as soon as you decide what you will need: the earlier you begin, the less you will be hurried at the last.

You will find it is a good plan, as fast as you think of a thing that you want to take, to note it on your memorandum; and, in order to avoid delay or haste, to cast your eyes over the

list occasionally to see that the work of preparation is going on properly. It is a good plan to collect all of your baggage into one place as fast as it is ready; for if it is scattered you are apt to lose sight of some of it, and start without it.

As fast as you get your things ready, mark your name on them. mark every thing. You can easily cut a stencil-plate out of an old postal card, and mark with a common shoe-blackening brush such articles as tents, poles, boxes, firkins, barrels, coverings, and bags.

Some railroads will not check barrels, bags, or bundles, nor take them on passenger trains. Inquire beforehand, and send your baggage ahead if the road will not take it on your train.

Estimate the expenses of your trip, and take more money than your estimate. Carry also an abundance of small change.

Do not be in a hurry to spend money on new inventions. Every year there is put upon the market some patent knapsack, folding stove, cooking-utensil, or camp trunk and cot combined; and there are always for sale patent knives, forks, and spoons all in one, drinking-cups, folding portfolios, and marvels of tools. Let them all alone: carry your pocket-knife, and if you can take more let it be a sheath or butcher knife and a common case-knife.

Take iron or cheap metal spoons.

Do not attempt to carry crockery or glassware upon a march.

A common tin cup is as good as any thing you can take to drink from; and you will find it best to carry it so that it can be



used easily.<sup>1</sup>

Take nothing nice into camp, expecting to keep it so: it is almost impossible to keep things out of the dirt, dew, rain, dust, or sweat, and from being broken or bruised.

Many young men, before starting on their summer vacation, think that the barber must give their hair a "fighting-cut;" but it is not best to shave the head so closely, as it is then too much exposed to the sun, flies, and mosquitoes. A moderately short cut to the hair, however, is advisable for comfort and cleanliness.

If you are going to travel where you have never been before, begin early to study your map. It is of great importance, you will find, to learn all you can of the neighborhood where you are going, and to fix it in your mind.

So many things must be done at the last moment, that it is best to do what you can beforehand; but try to do nothing that may have to be undone.

Wear what you please if it be comfortable and durable: do not mind what people say. When you are camping you have a right to be independent.

If you are going on a walking-party, one of the best things you can do is to "train" a week or more before starting, by taking long walks in the open air.

Finally, leave your business in such shape that it will not call

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<sup>1</sup> If your haversack-flap has a strap which buckles down upon the front, you can run the strap through the cup-handle before buckling; or you can buy a rein-hitch at the saddlery-hardware shop, and fasten it wherever most convenient to carry the cup.

you back; and do not carry off keys, &c., which others must have; nor neglect to see the dentist about the tooth that usually aches when you most want it to keep quiet.

For convenience the following list is inserted here. It is condensed from a number of notes made for trips of all sorts, except boating and horseback-riding. It is by no means exhaustive, yet there are very many more things named than you can possibly use to advantage upon any one tour. Be careful not to be led astray by it into overloading yourself, or filling your camp with useless luggage. Be sure to remember this.

Ammon'd opodeldoc.

Axe (in cover).

Axle-grease.

Bacon.

Barometer (pocket).

Bean-pot.

Beans (in bag).

Beef (dried).

Beeswax.

Bible.

Blacking and brush.

Blankets.

Boxes.

Bread for lunch.

Brogans (oiled).

Broom.

Butter-dish and cover.

Canned goods.

Chalk.

Cheese.

Clothes-brush.

Cod-line.

Coffee and pot.

Comb.

Compass.

Condensed milk.

Cups.

Currycomb.

Dates.

Dippers.

Dishes.

Dish-towels.

Drawers.

Dried fruits.

Dutch oven.

Envelopes.

Figs.

Firkin (see [p. 48](#)).

Fishing-tackle.

Flour (prepared).

Frying-pan.

Guide-book.

Half-barrel.

Halter.

Hammer.

Hard-bread.

Harness (examine!).

Hatchet.

Haversack.

Ink (portable bottle).

Knives (sheath, table,  
pocket and butcher.)

Lemons.

Liniment.

Lunch for day or two.

Maps.

Matches and safe.

Marline.

Meal (in bag).

Meal-bag (see [p. 32](#)).

Medicines.

Milk-can.

Molasses.

Money ("change").

Monkey-wrench.

Mosquito-bar.

Mustard and pot.

Nails.

Neat's-foot oil.

Night-shirt.

Oatmeal.

Oil-can.

Opera-glass.

Overcoat.

Padlock and key.

Pails

Paper.

" collars.

Pens.

Pepper.

Pickles.

Pins.

Portfolio.

Postage stamps.

Postal cards.

Rope.

Rubber blanket.

" coat.

" boots.

Sail-needle.

Salt.

" fish.

" pork.

Salve.

Saw.

Shingles (for plates).

Shirts.

Shoes and strings.

Slippers.

Soap.

Song-book.

Spade.

Spoons.

Stove (utensils in bags).

Sugar.

Tea.

Tents.

" poles.

" pins.

Tooth-brush.

Towels.

Twine.

Vinegar.

Watch and key.

## CHAPTER II

### SMALL PARTIES TRAVELLING AFOOT AND CAMPING

We will consider separately the many ways in which a party can spend a summer vacation; and first we will start into wild and uninhabited regions, afoot, carrying on our backs blankets, a tent, frying-pan, food, and even a shot-gun and fishing-tackle. This is *very* hard work for a young man to follow daily for any length of time; and, although it sounds romantic, yet let no party of young people think they can find pleasure in it many days; for if they meet with a reverse, have much rainy weather, or lose their way, some one will almost surely be taken sick, and all sport will end.

If you have a mountain to climb, or a short trip of only a day or two, I would not discourage you from going in this way; but for any extended tour it is too severe a strain upon the physical powers of one not accustomed to similar hard work.

## AFOOT.—CAMPING OUT

A second and more rational way, especially for small parties, is that of travelling afoot in the roads of a settled country, carrying a blanket, tent, food, and cooking-utensils; cooking your meals, and doing all the work yourselves. If you do not care to travel fast, to go far, or to spend much money, this is a fine way. But let me caution you first of all about overloading, for this is the most natural thing to do. It is the tendency of human nature to accumulate, and you will continually pick up things on your route that you will wish to take along; and it will require your best judgment to start with the least amount of luggage, and to keep from adding to it.

You have probably read that a soldier carries a musket, cartridges, blanket, overcoat, rations, and other things, weighing forty or fifty pounds. You will therefore say to yourself, "I can carry twenty." Take twenty pounds, then, and carry it around for an hour, and see how you like it. Very few young men who read this book will find it possible to *enjoy* themselves, and carry more than twenty pounds a greater distance than ten miles a day, for a week. To carry even the twenty pounds ten miles a day is hard work to many, although every summer there are parties who do their fifteen, twenty, and more miles daily, with big knapsacks on their backs; but it is neither wise, pleasant, nor healthful, to the average young man, to do this.



Let us cut down our burden to the minimum, and see how much it will be. First of all, you must take a rubber blanket or a light rubber coat,—something that will surely shed water, and keep out the dampness of the earth when slept on. You must have something of this sort, whether afoot, horseback, with a wagon, or in permanent camp.<sup>2</sup>

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<sup>2</sup> A German officer tells me that his comrades in the Franco-Prussian war of 1870-1 had no rubber blankets; nor had they any shelter-tents such as our Union soldiers used in 1861-5 as a make-shift when their rubbers were lost. But this is nothing to you: German discipline compelled the soldiers to carry a big cloak which sheds water quite well, and is useful to a soldier for other purposes: but the weight and bulk condemn it for pleasure-seekers.



For carrying your baggage you will perhaps prefer a knapsack, though many old soldiers are not partial to that article. There are also for sale broad straps and other devices as substitutes for the knapsack. Whatever you take, be sure it has broad straps to go over your shoulders: otherwise you will be constantly annoyed

from their cutting and chafing you.

You can dispense with the knapsack altogether in the same way that soldiers do,—by rolling up in your blanket whatever you have to carry. You will need to take some pains in this, and perhaps call a comrade to assist you. Lay out the blanket flat, and roll it as tightly as possible without folding it, enclosing the other baggage<sup>3</sup> as you roll; then tie it in a number of places to prevent unrolling, and the shifting about of things inside; and finally tie or strap together the two ends, and throw the ring thus made over the shoulder, and wear it as you do the strap of the haversack,—diagonally across the body.

The advantages of the roll over the knapsack are important. You save the two and a half pounds weight; the roll is very much easier to the shoulder, and is easier shifted from one shoulder to the other, or taken off; and you can ease the burden a little with your hands. It feels bulky at first, but you soon become used to it. On the whole, you will probably prefer the roll to the knapsack; but if you carry much weight you will very soon condemn whatever way you carry it, and wish for a change.

A haversack is almost indispensable in all pedestrian tours. Even if you have your baggage in a wagon, it is best to wear one,

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<sup>3</sup> In general it is better to put the shelter-tent in the roll, and to keep out the rubber blanket, for you may need the last before you camp. You can roll the rubber blanket tightly around the other roll (the cloth side out, as the rubber side is too slippery), and thus be able to take it off readily without disturbing the other things. You can also roll the rubber blanket separately, and link it to the large roll after the manner of two links of a chain.

or some sort of a small bag furnished with shoulder straps, so that you can carry a lunch, writing materials, guide-book, and such other small articles as you constantly need. You can buy a haversack at the stores where sportsmen's outfits are sold; or you can make one of enamel-cloth or rubber drilling, say eleven inches deep by nine wide, with a strap of the same material neatly doubled and sewed together, forty to forty-five inches long, and one and three-quarters inches wide. Cut the back piece about nineteen inches long, so as to allow for a flap eight inches long to fold over the top and down the front. Sew the strap on the upper corners of the back piece, having first sewed a facing inside, to prevent its tearing out the back.

# WOOLLEN BLANKET

Next in the order of necessities is a woollen blanket,—a good stout one, rather than the light or flimsy one that you may think of taking. In almost all of the Northern States the summer nights are apt to be chilly; while in the mountainous regions, and at the seaside, they are often fairly cold. A lining of cotton drilling will perhaps make a thin blanket serviceable. This lining does not need to be quite as long nor as wide as the blanket, since the ends and edges of the blanket are used to tuck under the sleeper. One side of the lining should be sewed to the blanket, and the other side and the ends buttoned; or you may leave off the end buttons. You can thus dry it, when wet, better than if it were sewed all around. You can lay what spare clothing you have, and your day-clothes, between the lining and blanket, when the night is very cold.

In almost any event, you will want to carry a spare shirt; and in cold weather you can put this on, when you will find that a pound of shirt is as warm as two pounds of overcoat.

If you take all I advise, you will not absolutely need an overcoat, and can thus save carrying a number of pounds.

The tent question we will discuss elsewhere; but you can hardly do with less than a piece of shelter-tent. If you have a larger kind, the man who carries it must have some one to assist him in carrying his own stuff, so that the burden may be

equalized.

If you take tent-poles, they will vex you sorely, and tempt you to throw them away: if you do not carry them, you will wonder when night comes why you did not take them. If your tent is not large, so that you can use light ash poles, I would at least start with them, unless the tent is a "shelter," as poles for this can be easily cut.

You will have to carry a hatchet; and the kind known as the axe-pattern hatchet is better than the shingling-hatchet for driving tent-pins. I may as well caution you here not to try to drive tent-pins with the flat side of the axe or hatchet, for it generally ends in breaking the handle,—quite an accident when away from home.

For cooking-utensils on a trip like that we are now proposing, you will do well to content yourself with a frying-pan, coffee-pot, and perhaps a tin pail; you can do wonders at cooking with these.

We will consider the matter of cooking and food elsewhere; but the main thing now is to know beforehand where you are going, and to learn if there are houses and shops on the route. Of course you must have food; but, if you have to carry three or four days' rations in your haversack, I fear that many of my young friends will fail to see the pleasure of their trip. Yet carry them if you must: do not risk starvation, whatever you do. Also remember to always have something in your haversack, no matter how easy it is to buy what you want.

I have now enumerated the principal articles of weight that

a party must take on a walking-tour when they camp out, and cook as they go. If the trip is made early or late in the season, you must take more clothing. If you are gunning, your gun, &c., add still more weight. Every one will carry towel, soap, comb, and toothbrush.

Then there is a match-safe (which should be air-tight, or the matches will soon spoil), a box of salve, the knives, fork, spoon, dipper, portfolio, paper, Testament, &c. Every man also has something in particular that "he wouldn't be without for any thing."<sup>4</sup>

There should also be in every party a clothes brush, mosquito-netting, strings, compass, song-book, guide-book, and maps, which should be company property.

I have supposed every one to be dressed about as usual, and have made allowance only for extra weight; viz.,—

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<sup>4</sup> I knew an officer in the army, who carried a rubber air-pillow through thick and thin, esteeming it, after his life and his rations, the greatest necessity of his existence. Another officer, when transportation was cut down, held to his camp-chair. Almost every one has his whim.

Rubber blanket	2-1/2 pounds.
Stout woollen blanket and lining	4-1/2 "
Knapsack, haversack, and canteen	4 "
Drawers, spare shirt, socks, and collars	2 "
Half a shelter-tent, and ropes	2 "
Toilet articles, stationery, and small wares	2 "
Food for one day	3 "
	—
Total	20 pounds.

You may be able to reduce the weight here given by taking a lighter blanket, and no knapsack or canteen; but most likely the food that you actually put in your haversack will weigh more than three pounds. You must also carry your share of the following things:—



Frying-pan, coffee-pot, and pail	3 pounds.
Hatchet, sheath-knife, case, and belt	3 "
Company property named on last page	3 "

Then if you carry a heavier kind of tent than the "shelter," or carry tent-poles, you must add still more. Allow also nearly three pounds a day per man for food, if you carry more than enough for one day; and remember, that when tents, blankets, and clothes get wet, it adds about a quarter to their weight.

You see, therefore, that you have the prospect of hard work. I do not wish to discourage you from going in this way: on the contrary, there is a great deal of pleasure to be had by doing so. But the majority of men under twenty years of age will find no pleasure in carrying so much weight more than ten miles a day; and if a party of them succeed in doing so, and in attending to all of the necessary work, without being worse for it, they will be fortunate.

In conclusion, then, if you walk, and carry all your stuff, camping, and doing all your work, and cooking as you go, you should travel but few miles a day, or, better still, should have many days when you do not move your camp at all.

# OTHER WAYS OF GOING AFOOT

It is not necessary to say much about the other ways of going afoot. If you can safely dispense with cooking and carrying food, much will be gained for travel and observation. The expenses, however, will be largely increased. If you can also dispense with camping, you ought then to be able to walk fifteen or twenty miles daily, and do a good deal of sight-seeing besides. You should be in practice, however, to do this.

You must know beforehand about your route, and whether the country is settled where you are going.

Keep in mind, when you are making plans, that it is easier for one or two to get accommodation at the farmhouses than for a larger party.

I heard once of two fellows, who, to avoid buying and carrying a tent, slept on hay-mows, usually without permission. It looks to me as if those young men were candidates for the penitentiary. If you cannot travel honorably, and without begging, I should advise you to stay at home.

## CHAPTER III

### LARGE PARTY TRAVELLING AFOOT WITH BAGGAGE-WAGON

With a horse and wagon to haul your baggage you can of course carry more. First of all take another blanket or two, a light overcoat, more spare clothing, an axe, and try to have a larger tent than the "shelter."

If the body of the wagon has high sides, it will not be a very difficult task to make a cloth cover that will shed water, and you will then have what is almost as good as a tent: you can also put things under the wagon. You must have a cover of some sort for your wagon-load while on the march, to prevent injury from showers that overtake you, and to keep out dust and mud. A tent-fly will answer for this purpose.

You want also to carry a few carriage-bolts, some nails, tacks, straps, a hand-saw, and axle-wrench or monkey-wrench. I have always found use for a sail-needle and twine; and I carry them now, even when I go for a few days, and carry all on my person.

The first drawback that appears, when you begin to plan for a horse and wagon, is the expense. You can overcome this in part by adding members to your company; but then you meet what

is perhaps a still more serious difficulty,—the management of a large party.

Another inconvenience of large numbers is that each member must limit his baggage. You are apt to accumulate too great bulk for the wagon, rather than too great weight for the horse.

Where there are many there must be a captain,—some one that the others are responsible to, and who commands their respect. It is necessary that those who join such a party should understand that they ought to yield to him, whether they like it or not.

The captain should always consult the wishes of the others, and should never let selfish considerations influence him. Every day his decisions as to what the party shall do will tend to make some one dissatisfied; and although it is the duty of the dissatisfied ones to yield, yet, since submission to another's will is so hard, the captain must try to prevent any "feeling," and above all to avoid even the appearance of tyranny.

System and order become quite essential as our numbers increase, and it is well to have the members take daily turns at the several duties; and during that day the captain must hold each man to a strict performance of his special trust, and allow no shirking.

After a few days some of the party will show a willingness to accept particular burdens all of the time; and, if these burdens are the more disagreeable ones, the captain will do well to make the detail permanent.

Nothing tends to make ill feeling more than having to do another's work; and, where there are many in a party, each one is apt to leave something for others to do. The captain must be on the watch for these things, and try to prevent them. It is well for him, and for all, to know that he who has been a "good fellow" and genial companion at home may prove quite otherwise during a tour of camping. Besides this, it is hardly possible for a dozen young men to be gone a fortnight on a trip of this kind without some quarrelling; and, as this mars the sport so much, all should be careful not to give or take offence. If you are starting out on your first tour, keep this fact constantly in mind.

Perhaps I can illustrate this division of labor.

We will suppose a party of twelve with one horse and an open wagon, four tents, a stove, and other baggage. First, number the party, and assign to each the duties for the first day.

1. Captain. Care of horse and wagon; loading and unloading wagon.
2. Jack. Loading and unloading wagon.
3. Joe. Captain's assistant and errand-boy; currying horse.
4. Mr. Smith. Cooking and purchasing.
5. Sam. Wood, water, fire, setting of table.
6. Tom. Wood, water, fire, setting of table.
7. Mr. Jones.
8. Henry.
9. Bob.
10. Senior.
11. William.
12. Jake.

The party is thus arranged in four squads of three men each, the oldest at the heads. One half of the party is actively engaged for to-day, while the other half has little to do of a general nature, except that all must take turns in leading the horse, and marching behind the wagon. It is essential that this be done, and it is best that only the stronger members lead the horse.

To-morrow No. 7 takes No. 1's place, No. 8 takes No. 2's, and so on; and the first six have their semi-holiday.

In a few days each man will have shown a special willingness for some duty, which by common consent and the captain's approval he is permitted to take. The party then is re-organized as follows:—

1. Captain. General oversight; provider of food and provender.
2. Jack. Washing and the care of dishes.
3. Joe. (Worthless.)
4. Mr. Smith. Getting breakfast daily, and doing all of the cooking on Sunday.
5. Sam. (Gone home, sick of camping.)
6. Tom. Wood, water, fire, setting and clearing table.
7. Mr. Jones. Getting supper all alone.
8. Henry. Jack's partner. Care of food.
9. Bob. Currying horse, oiling axles, care of harness and wagon.
10. Senior. Packing wagon. Marching behind.
11. William. Packing wagon. Marching behind.
12. Jake. Running errands.

The daily detail for leading the horse will have to be made, as before, from the stronger members of the party; and if any special duty arises it must still be done by volunteering, or by the captain's suggestion.

In this arrangement there is nothing to prevent one member

from aiding another; in fact, where all are employed, a better feeling prevails, and, the work being done more quickly, there is more time for rest and enjoyment.

To get a horse will perhaps tax your judgment and capability as much as any thing in all your preparation; and on this point, where you need so much good advice, I can only give you that of a general nature.

The time for camping out is when horses are in greatest demand for farming purposes; and you will find it difficult to hire of any one except livery-stable men, whose charges are so high that you cannot afford to deal with them. You will have to hunt a long time, and in many places, before you will find your animal. It is not prudent to take a valuable horse, and I advise you not to do so unless the owner or a man *thoroughly* acquainted with horses is in the party. You may perhaps be able to hire horse, wagon, and driver; but a hired man is an objectionable feature, for, besides the expense, such a man is usually disagreeable company.

My own experience is, that it is cheaper to buy a horse outright, and to hire a harness and wagon; and, since I am not a judge of horse-flesh, I get some friend who is, to go with me and advise. I find that I can almost always buy a horse, even when I cannot hire. Twenty to fifty dollars will bring as good an animal as I need. He may be old, broken down, spavined, wind-broken, or lame; but if he is not sickly, or if his lameness is not from recent injury, it is not hard for him to haul a fair load ten or fifteen



miles a day, when he is helped over the hard places.

So now, if you pay fifty dollars for a horse, you can expect to sell him for about twenty or twenty-five dollars, unless you were greatly cheated, or have abused your brute while on the trip, both of which errors you must be careful to avoid. It is a simple matter of arithmetic to calculate what is best for you to do; but I hope on this horse question you may have the benefit of advice from some one who has had experience with the ways of the world. You will need it very much.

# WAGONS

If you have the choice of wagons, take one that is made for carrying light, bulky goods, for your baggage will be of that order. One with a large body and high sides, or a covered wagon, will answer. In districts where the roads are mountainous, rough, and rocky, wagons hung on thoroughbraces appear to suit the people the best; but you will have no serious difficulty with good steel springs if you put in rubber bumpers, and also strap the body to the axles, thus preventing the violent shutting and opening of the springs; for you must bear in mind that the main leaf of a steel spring is apt to break by the sudden pitching upward of the wagon-body.

It has been my fortune twice to have to carry large loads in small low-sided wagons; and it proved very convenient to have two or three half-barrels to keep food and small articles in, and to roll the bedding in rolls three or four feet wide, which were packed in the wagon upon their ends. The private baggage was carried in meal-bags, and the tents in bags made expressly to hold them; we could thus load the wagon securely with but little tying.

For wagons with small and low bodies, it would be well to put a light rail fourteen to eighteen inches above the sides, and hold it there by six or eight posts resting on the floor, and confined to the sides of the body.

Drive carefully and slowly over bad places. It makes a great

deal of difference whether a wheel strikes a rock with the horse going at a trot, or at a walk.

# HARNESS

If your load is heavy, and the roads very hard, or the daily distance long, you had better have a collar for the horse: otherwise a breastplate-harness will do. In your kit of tools it is well to have a few straps, an awl, and waxed ends, against the time that something breaks. Oil the harness before you start, and carry about a pint of neat's-foot oil, which you can also use upon the men's boots. At night look out that the harness and all of your baggage are sheltered from dew and rain, rats and mice.

# ADVANTAGES AND DISADVANTAGES OF THIS MODE OF TRAVEL

This way of travelling is peculiarly adapted to a party of different ages, rather than for one exclusively of young men. It is especially suitable where there are ladies who wish to walk and camp, or for an entire family, or for a school with its teachers. The necessity of a head to a party will hardly be recognized by young men; and, even if it is, they are still unwilling, as a general rule, to submit to unaccustomed restraint.

The way out of this difficulty is for one man to invite his comrades to join his party, and to make all the others understand, from first to last, that they are indebted to him for the privilege of going. It is then somewhat natural for the invited guests to look to their leader, and to be content with his decisions.

The best of men get into foolish dissensions when off on a jaunt, unless there is one, whose voice has authority in it, to direct the movements.

I knew a party of twenty or more that travelled in this way, and were directed by a trio composed of two gentlemen and one lady. This arrangement proved satisfactory to all concerned.<sup>5</sup>

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<sup>5</sup> I never heard of a party exclusively of young men going on a tour of this kind, and consequently I cannot write their experiences; but I can easily imagine their troubles,

It has been assumed in all cases that some one will lead the horse,—not ride in the loaded wagon,—and that two others will go behind and not far off, to help the horse over the very difficult places, as well as to have an eye on the load, that none of it is lost off, or scrapes against the wheels. Whoever leads must be careful not to fall under the horse or wagon, nor to fall under the horse's feet, should he stumble. These are daily and hourly risks: hence no small boy should take this duty.<sup>6</sup>

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quarrels, and separation into cliques. I once went as captain of a party of ten, composed of ladies, gentlemen, and schoolboys. We walked around the White Mountains from North Conway to Jefferson and back, by way of Jackson. It cost each of us a dollar and thirty-two cents a day for sixteen days, including railroad fares to and from Portland, but excluding the cost of clothes, tents, and cooking-utensils. Another time a similar party of twelve walked from Centre Harbor, N.H., to Bethel, Me., in seventeen days, at a daily cost of a dollar and two cents, reckoning as before. In both cases, "my right there was none to dispute;" and by borrowing a horse the first time, and selling at a loss of only five dollars the second, our expenses for the horse were small.

<sup>6</sup> In one of my tours around the mountains, a lad of sixteen, in attempting to hold up the horse's head as they were running down hill, was hit by the horse's fore-leg, knocked down, and run over by both wheels.

# **CHAPTER IV**

## **CLOTHING**

If your means allow it, have a suit especially for the summer tour, and sufficiently in fashion to indicate that you are a traveller or camper.

# SHIRTS

Loose woollen shirts, of dark colors and with flowing collars, will probably always be the proper thing. Avoid gaudiness and too much trimming. Large pockets, one over each breast, are "handy;" but they spoil the fit of the shirt, and are always wet from perspiration. I advise you to have the collar-binding of silesia, and fitted the same as on a cotton shirt, only looser; then have a number of woollen collars (of different styles if you choose), to button on in the same manner as a linen collar. You can thus keep your neck cool or warm, and can wash the collars, which soil so easily, without washing the whole shirt. The shirt should reach nearly to the knees, to prevent disorders in the stomach and bowels. There are many who will prefer cotton-and-wool goods to all-wool for shirts. The former do not shrink as much, nor are they as expensive, as the latter.



# DRAWERS

If you wear drawers, better turn them inside out, so that the seams may not chafe you. They *must* be loose.

# SHOES

You need to exercise more care in the selection of shoes than of any other article of your outfit. Tight boots put an end to all pleasure, if worn on the march; heavy boots or shoes, with enormously thick soles, will weary you; thin boots will not protect the feet sufficiently, and are liable to burst or wear out; Congress boots are apt to bind the cords of the leg, and thus make one lame; short-toed boots or shoes hurt the toes; loose ones do the same by allowing the foot to slide into the toe of the boot or shoe; low-cut shoes continually fill with dust, sand, or mud.

For summer travel, I think you can find nothing better than brogans reaching above the ankles, and fastening by laces or buttons as you prefer, but not so tight as to bind the cords of the foot. See that they bind nowhere except upon the instep. The soles should be wide, and the heels wide and low (about two and three-quarter inches wide by one inch high); have soles and heels well filled with iron nails. Be particular not to have steel nails, which slip so badly on the rocks.

Common brogans, such as are sold in every country-store, are the next best things to walk in; but it is hard to find a pair that will fit a difficult foot, and they readily let in dust and earth.

Whatever you wear, break them in well, and oil the tops thoroughly with neat's-foot oil before you start; and see that there are no nails, either in sight or partly covered, to cut your feet.

False soles are a good thing to have if your shoes will admit them: they help in keeping the feet dry, and in drying the shoes when they are wet.

Woollen or merino stockings are usually preferable to cotton, though for some feet cotton ones are by far the best. Any darning should be done smoothly, since a bunch in the stocking is apt to bruise the skin.

# PANTALOONS

Be sure to have the trousers loose, and made of rather heavier cloth than is usually worn at home in summer. They should be cut high in the waist to cover the stomach well, and thus prevent sickness.

The question of wearing "hip-pants," or using suspenders, is worth some attention. The yachting-shirt by custom is worn with hip-pantaloon, and often with a belt around the waist; and this tightening appears to do no mischief to the majority of people. Some, however, find it very uncomfortable, and others are speedily attacked by pains and indigestion in consequence of having a tight waist. If you are in the habit of wearing suspenders, do not change now. If you do not like to wear them over the shirt, you can wear them over a light under-shirt, and have the suspender straps come through small holes in the dress-shirt. In that case cut the holes low enough so that the dress-shirt will fold over the top of the trousers, and give the appearance of hip-pantaloon. If you undertake to wear the suspenders next to the skin, they will gall you. A fortnight's tramping and camping will about ruin a pair of trousers: therefore it is not well to have them made of any thing very expensive.

Camping offers a fine opportunity to wear out old clothes, and to throw them away when you have done with them. You can send home by mail or express your soiled underclothes that are

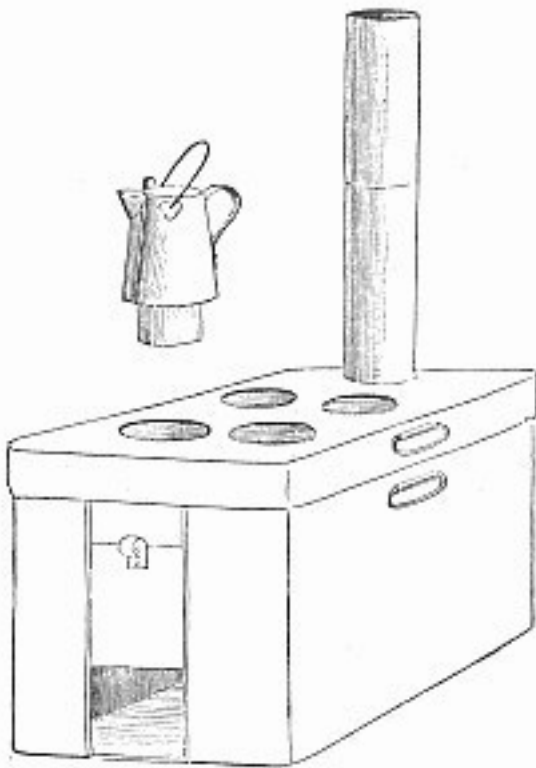
too good to lose or to be washed by your unskilled hands.

# CHAPTER V

## STOVES AND COOKING-UTENSILS

If you have a permanent camp, or if moving you have wagon-room enough, you will find a stove to be most valuable property. If your party is large it is almost a necessity.

For a permanent camp you can generally get something second-hand at a stove-dealer's or the junk-shop. For the march you will need a stove of sheet iron. About the simplest, smallest, and cheapest thing is a round-cornered box made of sheet iron, eighteen to twenty-four inches long and nine to twelve inches high. It needs no bottom: the ground will answer for that. The top, which is fixed, is a flat piece of sheet iron, with a hole near one end large enough for a pot or pan, and a hole (collar) for the funnel near the other end. It is well also to have a small hole, with a slide to open and close it with, in the end of the box near the bottom, so as to put in wood, and regulate the draught; but you can dispense with the slide by raising the stove from the ground when you want to admit fuel or air.



I have used a more elaborate article than this. It is an old sheet-iron stove that came home from the army, and has since been taken down the coast and around the mountains with parties of ten to twenty. It was almost an indispensable article with such large companies. It is a round-cornered box, twenty-one inches

long by twenty wide, and thirteen inches high, with a slide in the front end to admit air and fuel. The bottom is fixed to the body; the top removes, and is fitted loosely to the body after the style of a firkin-cover, i.e., the flange, which is deep and strong, goes *outside*



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