



Antique Boat Museum

Introduced less than three years ago, in the very heart of yachting circles, viz., New York,



HAS PROVEN ITSELF TO BE THE

MOST REMARKABLE MARINE VARNISH KNOWN.

It has gained for itself in comparative tests, an unequalled reputation for brilliancy, durability, elasticity, remarkable drying and non-spotting properties, as the following letters will attest.

A NOTHER DESIDERATUM
... IS THAT



IS IMPERMEABLE BY FOG.

WE CHALLENGE THE WORLD TO PRODUCE A MARINE VARNISH EQUAL TO

NOTE ON PAGE 3,

St. Lawrence River Skiff, Canoe and Steam Launch Company's experience with use of



Sold by all Ship Chandlers and Manufactured ONLY by

CHICAGO VARNISH CO.,

CHICAGO—41 and 43 Dearborn Ave.

NEW YORK—Pearl St. and Maiden Lane.

BOSTON—Pearl and High Sts.

PHILADELPHIA—142 North Fourth St.

TESTIMONIALS.

On Board "Wanda."

CHICAGO VARNISH CO., NEW YORK.

GENTLEMEN. Your "NAVALITE" was put on Steam Yacht "Wanda" July 2, 1893, and it has given better satisfaction than any Spar Varnish we ever used. It stands the effects of foggy weather without turning white, and is the only Spar Varnish we ever used standing that test.

Yours respectfully,

(Signed) D. A. BRAND,
Master Steam Yacht "Wanda."

JAMES STILLMAN, Esq., Owner.

NEWPORT, August 23, 1893.

On Board
Steam Yacht "Margarita."

CHICAGO VARNISH CO., NEW YORK.

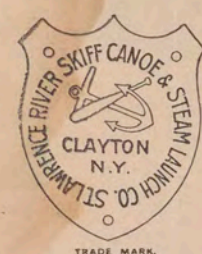
GENTLEMEN: Replying to yours of the 7th, in which you ask my opinion of "NAVALITE." In view of the fact that I used it exclusively during the seasons of 1893 and 1894; also, that I have now on board 153 gallons of "NAVALITE," purchased in Philadelphia for use on yacht during a two and a half years cruise abroad, for which we are now preparing, I feel that this ought to be sufficient proof that I am satisfied that "NAVALITE" has no competitors as a Marine Varnish in the markets at home or abroad. "NAVALITE" outshines and outwears anything in its line. In order to get the best, I tried them all.

Yours respectfully,

(Signed) D. A. BRAND,
Master Steam Yacht "Margarita."

A. J. DREXEL, Esq., Owner.

INTRODUCTORY.



We take great pleasure in presenting to the aquatic public our Catalogue for 1895, which contains descriptions and illustrations of many new types of craft, as well as those of boats which have been so popular with our patrons in previous years, all of which are the results of great study and experiment in our endeavors to produce and place before the public the best for model, workmanship and finish of their classes. We do not confine ourselves to boats as catalogued only, but endeavor to keep up with the times, and are prepared to build any desirable type which may appear from time to time, and also build any style of boat from designs furnished by customers.

Our Famous St. Lawrence River Skiffs have gained so world wide renown, that it is not necessary to comment upon them here to any extent, but we assure the public that we shall endeavor to keep them at their present standing, viz., the very best combined row and sail, or rowing skiff that is produced, for, as a skiff, it has no equal for ease in rowing, speed in sailing, comfort and staunchness. Until a few years ago, we were the only firm who advertised or professed to build the St. Lawrence River Skiff, but their great popularity has caused many would-be imitators who, for the most part, have produced cheap and worthless imitations not possessing any of the merits of the GENUINE AND ORIGINAL FAMOUS ST. LAWRENCE RIVER SKIFF OF WHICH WE ARE THE DESIGNERS AND BUILDERS.

Herein will be found descriptions and illustrations of several classes of "single hander" cruisers, especially designed and constructed for comfort and handiness in pleasure sailing and cruising, combining as great speed as is possible without sacrificing cruising qualities.

Of the above our "La Gloria," "Scarecrow," and 18 feet L. W. L. bulb-fin craft, have been unusually successful, and in most cases when these boats have been rigged for racing, they have made enviable records, both in eastern and western waters.

We constantly improve the models, rigs, etc., of these boats and aim to get same to the highest possible pitch of excellence.

Members of the American and Western Canoe Associations will remember the constant victories of our sailing and paddling canoes during the 1894 season. Our "fin keel" (so called, but in reality a non-ballasted, plain plate C-board canoe,) has undoubtedly proved herself to be the fastest 16 feet x 30 canoe ever built. We refer our readers to her record. (See "Avis" Canoe.)

Boat clubs requiring a number of boats should correspond with us for special estimates, which we are always ready and glad to submit. We build all kinds of practice and working club boats, but not racing shells proper.

Our exhibit of eight boats, viz., two St. Lawrence River Skiffs, two rowboats, one single hander cruiser, one sailing canoe, one paddling canoe and one yacht tender, receiving highest possible awards (gold medal and diploma) at WORLD'S COLUMBIAN EXPOSITION of 1893.

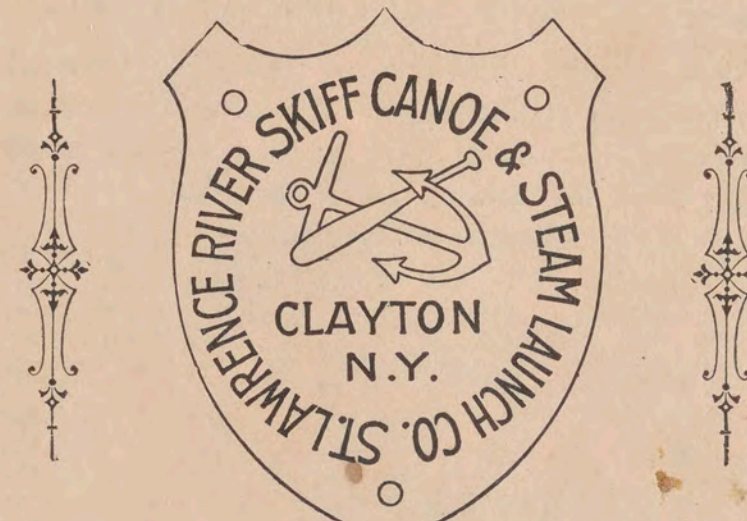
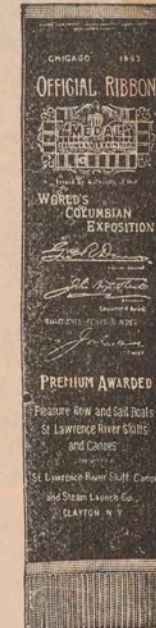
Proprietors of boat liveries and summer resorts should write for estimates for fleets of St. Lawrence River Skiffs, the handsomest, most durable, safest and easiest handling boats of their size in the world.

We do not aim to produce the lowest priced boats, but to give the best possible value for money.

If intending purchasers should not find described herein what they desire, we shall be pleased to receive descriptions of same, and to submit estimates for any class of pleasure boat.

We give particular attention to our EXPORT TRADE and invite foreign correspondence.

We warn the public not to purchase any boat as a genuine product of our concern which does not bear our Trade Mark plate (as here shown) in shape of shield, bearing our name, address and fouled anchor and paddle. This plate is inlaid on bow deck of every skiff, canoe, rowboat, yacht and other craft built by us.



TRADE MARK.

TERMS.

Our prices are for goods F. O. B., at Clayton R. R. In all cases customers must be responsible for freight or express charges.

We have special railroad rates to many of the principal cities in this country, and are always anxious to do whatever is in our power in this way on behalf of our customers.

Our responsibility ceases when goods are delivered into hands of railroad or steamship companies.

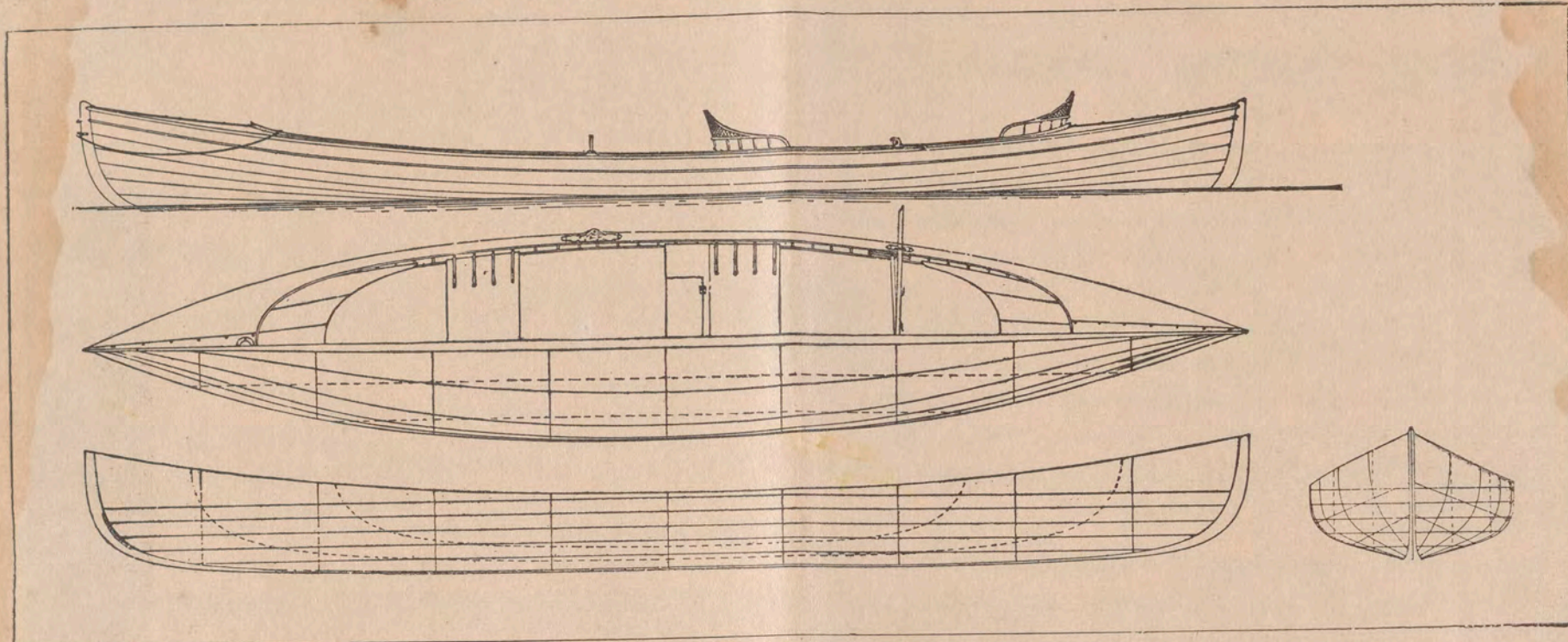
DEPOSIT.

We require a deposit of 25 per cent. of amount of order, to accompany order.

Boat or Canoe FITTINGS will be shipped C. O. D., unless cash accompanies order.

The Famous St. Lawrence River Skiffs,

OF WHICH WE ARE THE ORIGINAL DESIGNERS AND BUILDERS.



LINES OF THE ST. LAWRENCE RIVER SKIFF.

Length, 20 feet; Beam, 42 inches.

(Can be built in any size desired.)

Number 1.

REGULAR STOCK SKIFFS.

Keel, stems and frames oak; planking 5-16-inch white cedar, beveled lapstreak construction; copper riveted and burred; gunwales mahogany; decks mahogany, black walnut finish; mahogany rowing thwarts (2); fancy bow and stern seats; painted canvas over flooring; two pairs first grade spruce spoon oars, leathered and copper tipped; two pairs swivel rowlocks; two foot-braces; wood rudder; nickel-plated or plain polished brass fittings throughout; woodwork varnished natural color throughout with best spar varnish.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
18 feet.	42 inches.	15 inches.	125 lbs.	\$113 50
17 "	42 "	15 "	115 lbs.	110 00
16 "	42 "	15 "	105 lbs.	106 50

Other sizes built to order.

Number 2.

Keel, stems and frames oak; planking 5-16-inch white cedar, beveled lapstreak construction; copper riveted and burred at ribs; gunwales cherry or oak; decks cherry, quartered sycamore or butternut; cherry finish; two rowing thwarts, cypress or cedar, cherry edged; bow and stern fancy strip seats; two pairs straight blade spruce feathering oars, leathered and coppered; two pairs swivel rowlocks; wood rudder; two foot-braces; nickel-plated or polished brass fittings throughout; woodwork varnished natural color with best spar varnish.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
18 feet.	42 inches.	15 inches.	125 lbs.	\$90 00
17 "	42 "	15 "	115 lbs.	87 50
16 "	42 "	15 "	105 lbs.	85 00

Other sizes built to order.

Number 3.

Keel, stems and frames oak; planking 5-16-inch cedar, beveled lapstreak construction; copper nailed (clinched); gunwales oak; decks cedar or birch, cherry finish; two rowing thwarts, pine or cedar; bow and stern seats; one pair straight blade spruce feathering oars, leathered and copper tipped; one pair swivel rowlocks; wood rudder; nickel-plated or polished brass fittings throughout; woodwork varnished natural color with best spar varnish.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
18 feet.	42 inches.	15 inches.	115 lbs.	\$80.00
17 "	42 "	15 "	105 lbs.	77.50
16 "	42 "	15 "	95 lbs.	75.00

Other sizes built to order.

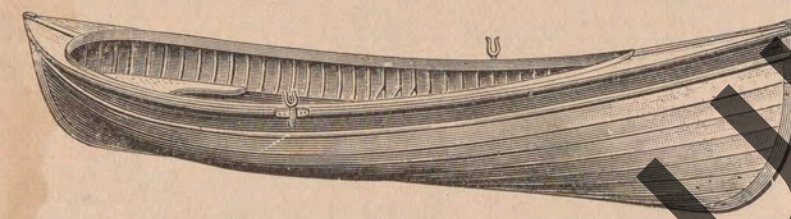
Approximate weights as given above are for boats complete, except oars, rudders and fittings.

Any of above skiffs planked with Spanish cedar instead of white cedar, \$15.00 extra.

FAMOUS ST. LAWRENCE RIVER SKIFFS—(CONTINUED.)

(REGULAR STOCK.)

NUMBER 4. Highly recommended for first-class boat liveries.



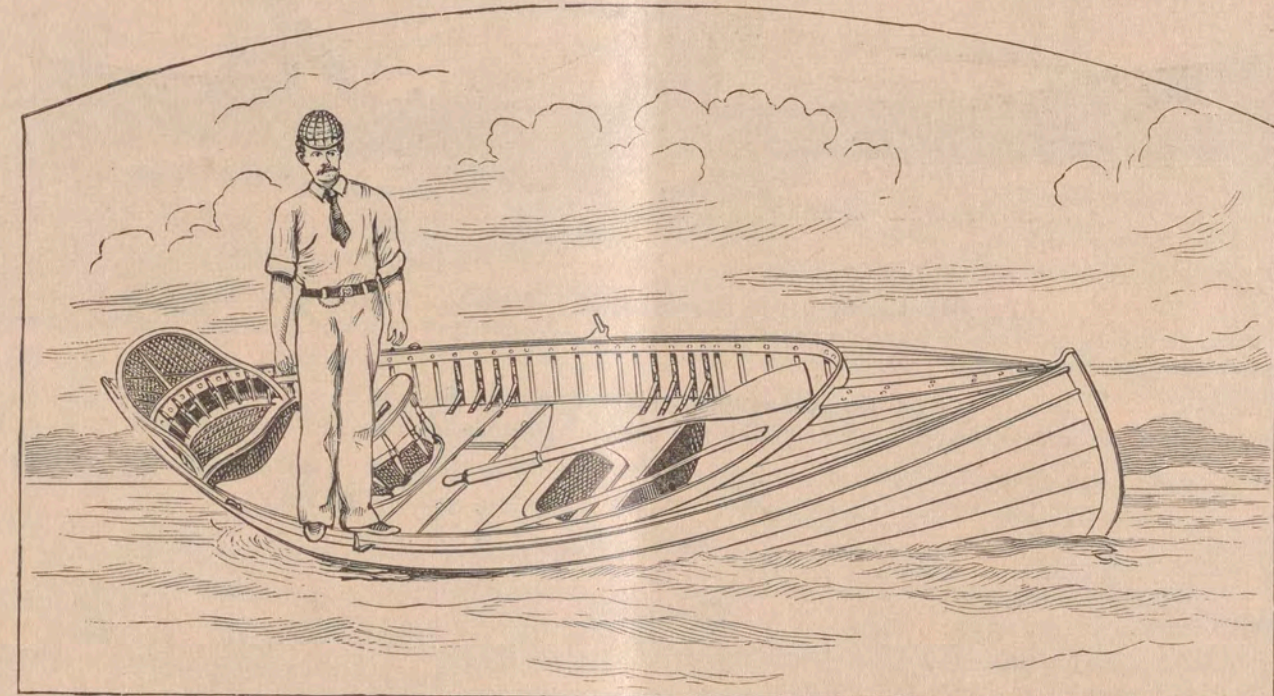
Keel, stems, frames and gunwales, oak; planking, 5-16 inch cedar; copper nailed; decks, ash or cypress; oak or ash finish; two rowing thwarts, pine or ash; fancy strip stern seat; galvanized iron fittings throughout; one pair straight blade ash or spruce oars, leathered and copper tipped; one pair swivel rowlocks; decks, top streaks, gunwales, seats and inside above seats, varnished natural color with best spar varnish; outside of planking to lower edges of sheerstreaks, painted.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
17 feet.	42 inches.	15 inches.	120 lbs.	\$60.00
16 "	42 "	15 "	110 "	57.50
15 "	42 "	15 "	110 "	55.00

OTHER SIZES BUILT TO ORDER.

CHANGES.

We can make any changes or additions in these grades that our customers may desire in the way of fittings. For instance, one may want brass instead of galvanized iron fittings in No. 4 Skiff, or may require two pairs of oars and oarlocks. Another may wish to exclude canvas or rudder from No. 1 Skiff. Another may want boat chairs or cushions. Any of these changes may be made, and amounts deducted or added, as the case may be. These Skiffs can be built a trifle higher amidships, and seats placed higher if desired. Fixed thole pin oars and oarlocks may be substituted for feathering oars and oarlocks if required, at same prices.



Above is taken from genuine photograph, showing an effective test of the stability of our St. Lawrence River Skiff. Shows man weighing 145 pounds standing on gunwale without upsetting boat or taking in water. Above is one of our 18 feet long, 42 inch beam skiffs. No ballast. No TRICK. Wherever above cut appears in other builders' catalogues, etc., without our name as builders, it is simply copied from our cuts, the St. Lawrence River Skiff, as built by us, being the only boat of its size that this test can be safely performed on.

"DOUBLE ENDER" ROWBOAT.

NUMBER 16. (REGULAR STOCK.)

Oak keel, stems and ribs; planking, white cedar, beveled lapstreak construction, copper nailed and well clinched; decks, butternut or cherry; gunwales, oak or cherry; general finish, cherry or walnut; two rowing thwarts; stern seat; one pair straight blade ash or spruce oars, leathered and coppered; one pair swivel rowlocks; foot brace; nickel-plated or polished brass fittings; woodwork finished natural color with best spar varnish.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
13 feet.	42 inches.	14½ inches.	75 lbs.	\$75.00

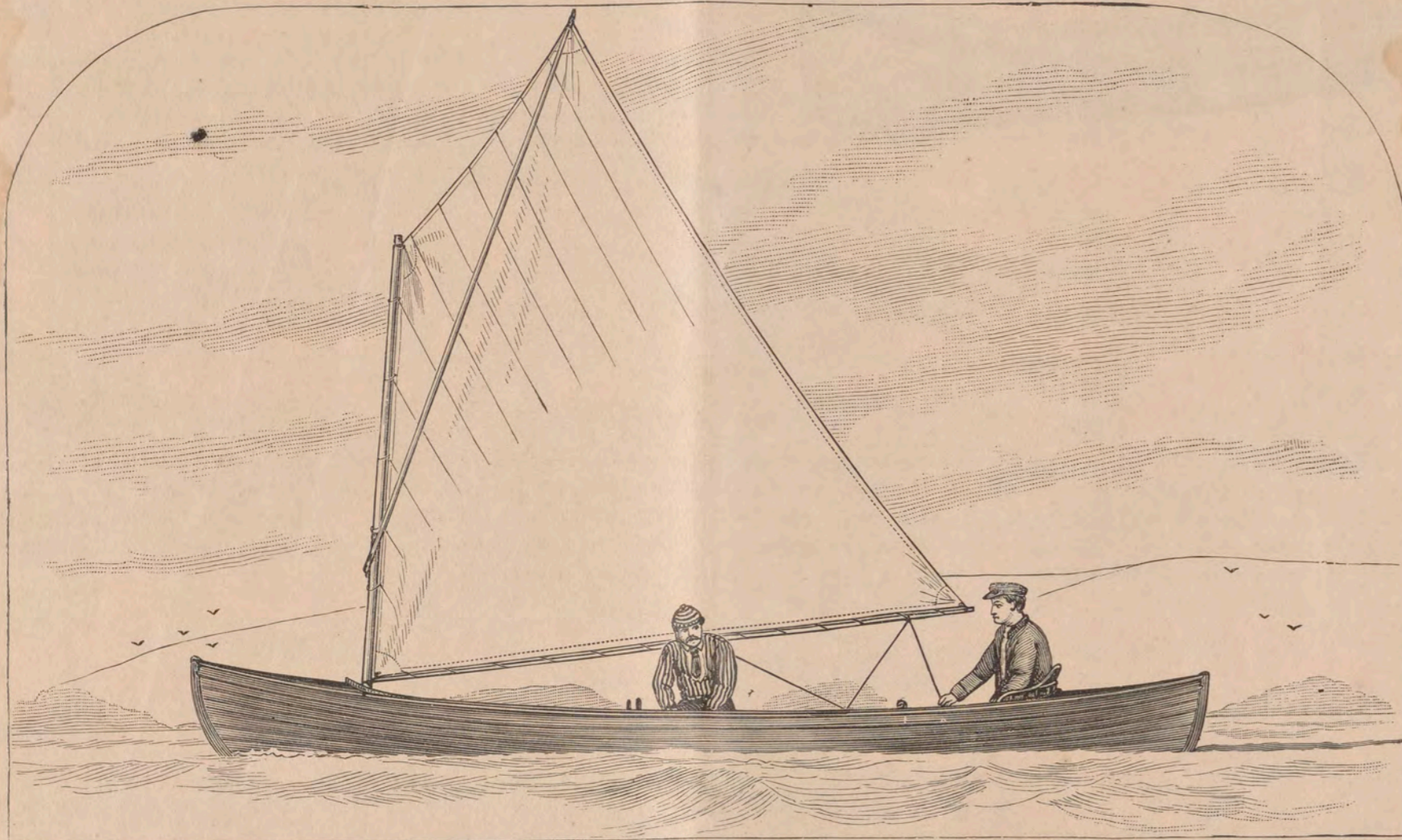
This boat is similar in model to our Famous St. Lawrence River Skiffs.

We use NAVALITE (spar composition) to finish our boats. Having thoroughly tried and experimented with the best spar compositions and marine varnishes obtainable in the States, we found Navalite most satisfactory and durable, in either salt or fresh waters. We find it retains its brilliancy and does not turn white or spotty, even when exposed to the most unfavorable climatic influences.

SAILING OUTFITS

FOR

The Famous St. Lawrence River Skiffs.



For St. Lawrence River Skiffs Nos. 1, 2 and 3.

Sprit sail, 72 square feet area, complete with mast, boom and sprit, cordage; nickel-plated or polished brass fittings; mast brace and step; patent folding galvanized steel centreboard; sheet rings, etc., **\$30.00**

For St. Lawrence River Skiff No. 4.

Same as above, except to have rudder and all fittings galvanized iron instead of brass, and material and finish not quite as high grade, **\$27.50**

Boom and gaff, hoisting sail, complete with halliards, cleats, etc., furnished instead of sprit sail at following additional cost:

For Nos. 1, 2 and 3 skiffs, **\$3.50** For No. 4 skiff, **\$2.50**

SKIFF FITTINGS.

Rudders.

Rudders, mahogany, with nickel-plated or plain polished brass yoke, and full set of attachments and steering lines, Each, **\$6.00**
Rudders, oak or cherry, with wood yoke and full set of galvanized iron attachments and steering lines, **\$2.75**
New drop rudder, large size, all nickel-plated brass, complete with yoke and attachments, **\$9.00**
New drop rudder, large size, all polished brass, complete with yoke and attachments, **\$8.50**
"Baker" drop rudder, all nickel-plated brass, complete with yoke and attachments, **\$7.50**
"Baker" drop rudder, all plain polished brass, complete with yoke and attachments, **\$6.50**

Awnings.

Awning of fancy stripe Roman canvas, with two staunchions, cordage, and nickel-plated or polished brass fittings, complete, **\$15.00**

Cushions.

Plush or corduroy covered cushions for skiffs and chairs, **\$4.00**
Plush or corduroy covered cushions to cover rowing thwarts, with adjustable straps, **\$5.25**

Steering Gear.

Deck steering gear, fore and aft tiller, chains and turnbuckles, **\$4.00**

Centreboards.

Galvanized steel plate centreboard, with wood trunks, **\$12.00**
Brass plate centreboard, with wood trunks, **\$17.50**

Braces.

Strap foot braces, **\$1.50**
Mast braces, nickel-plated brass, to fit skiff deck, **\$1.50**
Regular 2 1/4-inch brass mast tube with nickel-plated mast plate, **\$3.00**

Floor Covers.

Heavy duck floor cover, cut to fit and thoroughly painted, **\$6.00**

Rugs.

Rugs, From **\$3.00** upwards.

Chairs and Seats.

High back chairs, with cane seat and back, Each, **\$3.00**
Low back chairs, with cane seats and wood backs, Each, **\$2.00**
Cane seat for rowing thwarts, " **75c.**

Fish Boxes.

Mahogany fish box, made to fit bottom of skiff, **\$5.00**
Cherry fish box, made to fit bottom of skiff, **\$3.00**

Boat Covers.

Boat cover (to inclose boat when beached or exposed to rain or sun), **\$10.00**

OARS.

Spruce spoon oars, rib back of blade, latest style, copper tipped and leathered, suitable for racing, shell sculling, etc.:

7 ft. to 8 1/2 ft., Per pair, **\$5.00**

9 ft. to 10 1/2 ft., Per pair, **\$6.00**

Straight blade spruce oars, copper tipped and leathered:

7 ft. to 8 1/2 ft., Per pair, **\$2.50**

9 ft. to 10 ft., Per pair, **\$3.00**

Straight blade ash oars, copper tipped and leathered:

7 ft. to 8 1/2 ft., Per pair, **\$2.50**

9 ft. to 10 ft., Per pair, **\$3.00**

"St. Lawrence" Thole-pin oars, square butt, straight blade:

7 ft. to 8 ft., Per pair, **\$2.50**

9 ft. to 10 ft., Per pair, **\$3.00**

For prices of the full line of fittings, see end of catalogue.

ROWBOATS.

"EVENING PASTIME."

(REGULAR STOCK.)

NUMBER 10.

Oak keel, stem, sternpost, frames, etc.; transom, cherry or quartered sycamore; planking, 5-16 inch white cedar, beveled lapstreak construction, copper riveted and burred; breasthooks, mahogany; two rowing thwarts, cherry or quartered sycamore; bow and stern seats; cherry or walnut lazy-back; walnut finish; wood rudder; varnished natural color with best spar varnish; nickel-plated or plain polished brass fittings throughout; two pairs spruce spoon oars, leathered and copper tipped; two pairs swivel rowlocks; rudder lines; two foot braces.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
15 feet.	42 inches.	15 inches.	110 lbs.	\$110.00

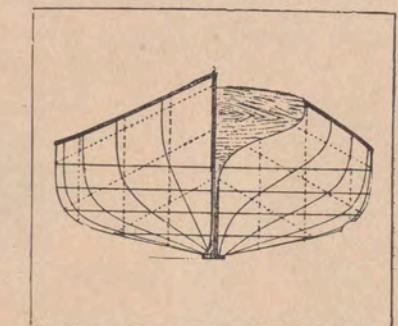
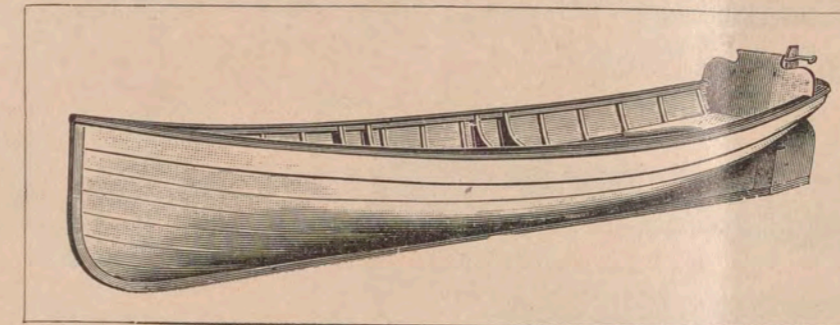
"EVENING PASTIME."

(REGULAR STOCK.)

NUMBER 11.

Oak keel, stem, sternpost, frames and gunwales; 5-16 inch white cedar planking, beveled lapstreak construction; ribs copper riveted, and well clinched at laps; breasthooks, cherry or quartered sycamore or butternut; two rowing thwarts and bow and stern seats and lazy-back; cherry finish; wood rudder; varnished natural color with best spar varnish; two pairs straight blade ash or spruce oars, leathered and copper tipped; two pairs swivel rowlocks; rudder lines; two foot braces; nickel plated or plain polished brass fittings.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
15 feet.	42 inches.	15 inches.	110 lbs.	\$95.00



"EVENING PASTIME."

(REGULAR STOCK.)

NUMBER 12.

Oak keel, stem, sternpost, frames and gunwales; planking, 5-16 inch white cedar, beveled lapstreak construction, copper nailed and well clinched; breasthooks, ash or oak; two rowing thwarts and bow and stern seats and lazy-back; oak or cedar finish; wood rudder; OUTSIDE OF PLANKING, PAINTED; topstreaks, breasthooks, gunwales and seats varnished natural color with best spar varnish; galvanized iron fittings throughout; two pairs swivel rowlocks; two pairs ash or spruce straight blade feathering oars; rudder lines; two foot braces.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
15 feet.	42 inches.	15 inches.	110 lbs.	\$65.00

Approximate weight of above, Nos. 10, 11 and 12, for boats complete, except oars, rudder and fittings.

SQUARE STERN FAMILY BOAT.

(REGULAR STOCK.)

NUMBER 13.

SIMILAR IN SHAPE TO "EVENING PASTIME," BUT WIDER AND HEAVIER.

Oak keel, stem, sternpost and frames; oak or cherry transom; planking, white cedar; lapstreak construction, copper nailed and well clinched; oak open gunwales; seats and lazy-back, cypress or ash; rudder; outside of planking and inside of bottom boards below seats painted; topstreaks, gunwales, seats and inside above seats, varnished natural color; 2 pairs straight blade spruce oars, varnished, leathered and copper tipped; 2 pairs swivel rowlocks; painter; 2 foot braces and galvanized iron fittings throughout.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	PRICE.
15 feet 6 inches.	48 inches.	16 inches.	\$77.50

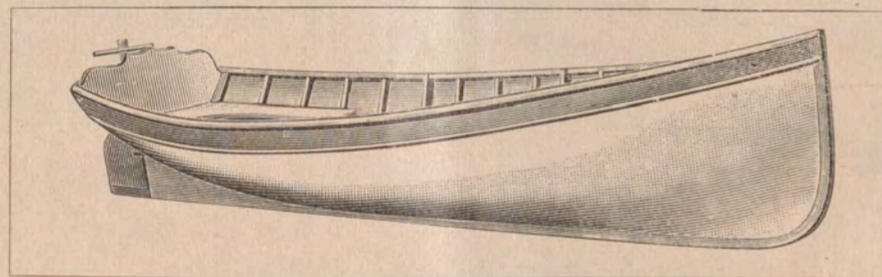
Can be fitted with patent galvanized folding centreboard, sprit sail complete; mast brace; sheet rings, etc., for **\$27.50** extra.

N. B.—No. 13 is specially designed for a very roomy, safe and easy-rowing family or livery boat. Will comfortably seat 7 or 8 persons.

THE MANHANSETT.



NUMBER 14.
(Regular Stock.)



KEEL, stern, sternpost, frames, floor timbers, transom and gunwales, oak; planking, $\frac{3}{8}$ inch white cedar, beveled lapstreak construction thoroughly caulked, copper riveted and burred; breast hooks and lazy-back, oak or cherry; oak rudder; two foot braces; two rowing thwarts; bow and stern seats; outside of PLANKING, PAINTED BLACK OR WHITE; gunwales, breast hooks, seats, lazy-back and rudder varnished natural color with best spar varnish; polished brass fittings; two pairs ash or spruce straight-blade feathering oars, leathered and copper tipped; two pairs swivel rowlocks; rudder lines.

LENGTH,	BEAM,	DEPTH, AMIDSHIPS,	APPROXIMATE WEIGHT,	PRICE,
14 feet 6 inches.	48 inches.	16 inches.	175 pounds.	\$95.00

Number 14 can be varnished natural color instead of painted on outside of planking for \$10.00 extra, to order.

NUMBER 15.
(Built to order only.)

KEEL, stern, sternpost, frames and floor timbers, oak; transom, mahogany; gunwales, mahogany or oak; planking, $\frac{3}{8}$ inch white cedar; caravel ribboned construction; thoroughly caulked, copper riveted and burred; breast hooks, seats (4), lazy-back, rudder and finish, mahogany; fancy gratings forward and aft, mahogany; two adjustable mahogany foot braces; varnished natural color throughout with best spar varnish; nickel-plated or polished brass fittings; two pairs spruce spoon oars, leathered and copper tipped; two pairs swivel rowlocks; fancy rudder lines.

LENGTH,	BEAM,	DEPTH, AMIDSHIPS,	APPROXIMATE WEIGHT,	PRICE,
14 feet 6 inches.	48 inches.	16 inches.	175 pounds.	\$120.00

Approximate weights as above are for boats complete, except oars or fittings.

The MANHANSETT is a specially strong boat, built for salt and rough water use. Is an easy rowing and comfortable boat, and will stand heavy sea use, and has great carrying and floating capacity.

* * * HOTEL BOAT LIVERIES. * * *

Proprietors of summer hotels have found it adds very much to the popularity of their house to have a livery of St. Lawrence River Skiffs in connection, and that those who have been the first to put them in have drawn business from their competitors. A St. Lawrence River Skiff will rent readily for double the price of any other make.

HUNTING BOATS.

St. Clair Hunting Skiff.

NUMBER 17.

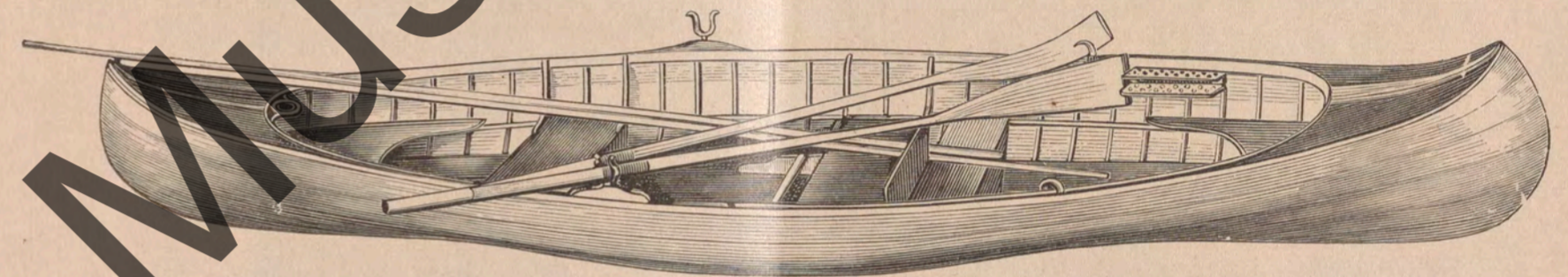
(Built to order only.)

SPECIALLY ADAPTED FOR A LIGHT DRAFT HUNTING, FISHING OR CRUISING SKIFF.

Oak keels, frames and gunwales; hackmatack or oak seats; planking, $\frac{1}{4}$ inch or 5-16 inch white cedar, half smooth lapstreak construction, copper riveted and burred; decks, 15 inch red cedar or quartered sycamore; two rowing thwarts; bow and stern seats; one fish and game box; two cartridge racks; fish tackle drawer under thwart, one pair trolling poles, catch-hooks and brackets; two gun racks; painted canvas (removable) to cover bottom; wood rudder; one push pole; one straight blade paddle; one pair straight blade ash or spruce oars; leathered and copper tipped; one pair swivel or "fixed pin" rowlocks; woodwork varnished natural color throughout.

LENGTH,	BEAM,	DEPTH, AMIDSHIPS,	APPROXIMATE WEIGHT,	PRICE,
14 feet.	42 inches.	14 $\frac{1}{2}$ inches.	(Without fittings) 75 lbs.	\$110.00

or, if boat is painted dead grass or any desired color throughout, and planking copper nailed and clinched instead of riveted, otherwise same as above. Price, \$85.00



Ducking Boat—"Mud Turtle."

NUMBER 20.

(Built to order only.)

This is a very light draught boat, flat-bottomed, except flared forward and aft; no sheer to decks. An excellent boat for marsh shooting and is exceedingly staunch. Length, 15 feet; beam, 38 inches; cedar siding; three streaks each side; 8-foot cockpit; decks, $\frac{1}{4}$ inch wood (or lighter), covered with canvas; oak or ash combing; one pair oars and oarlocks; one poling paddle; whole painted dead grass color, Price, \$40.00 Different sizes at proportionate prices. Add \$5.00 if varnished natural color outside of hull, decks, combing, etc.



We are prepared to build to order any desired style of boat for hunting, shooting or fishing. We invite correspondence with hunting and fishing clubs, and are prepared to submit special estimates for special fleets.

"Eureka" Combined Row and Sail Boat.



NUMBER 26.—(BUILT TO ORDER ONLY.)

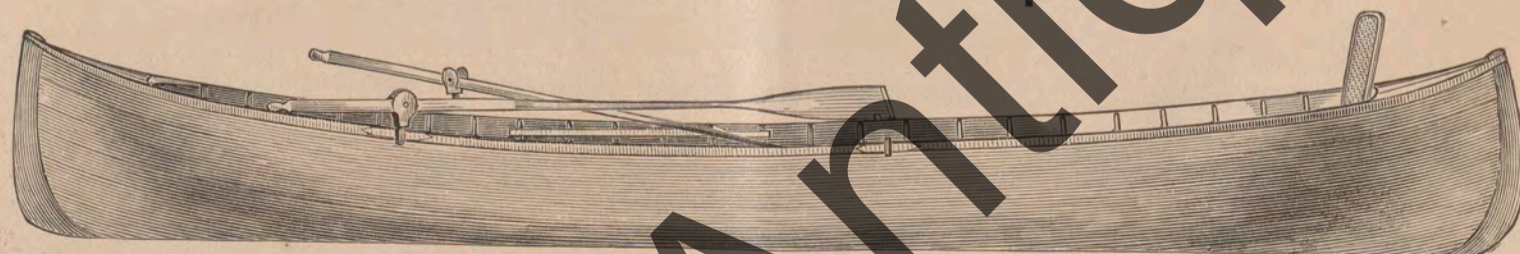
Oak keel, stern, sternpost and frames; mahogany transom; cedar planking; beveled lapstreak construction, copper riveted and burred; decks and gunwales, mahogany; forward deck, 36 inches; aft, 18 inches; sides, 6 inches; watertight bulkhead and copper air tank forward; two rowing thwarts and bow and stern seats, and lazy-back, mahogany or other fancy lumber; finished throughout in natural color and varnish; boom and gaff sail 120 square feet area, to reef; steel plate centreboard and wood trunk; wood rudder; deck steering gear, two pairs spruce spoon oars, leather and copper tipped; two pairs swivel rowlocks; two foot braces; nickel-plated or polished brass fittings throughout.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
16 feet.	50 inches.	17 inches.	(Without sailing or rowing fittings) 250 lbs.	\$175.00.

Or same boat, except planking to be riveted and burred at ribs only (rest well copper nailed and clinched), decks, cherry or cedar, and outside of planking painted instead of varnished natural color; fittings galvanized iron instead of brass. Price \$135.00.

"EUREKA" is a combined row and square stern skiff; especially adapted as a family boat; is exceedingly staunch and safe in smooth or rough water, and can be easily rowed by ladies or children. Though built with special regard to safety is, at the same time, moderately fast, and is an excellent boat for shooting and fishing, having plenty of room in cockpit and good flooring. Seats can be so arranged to be removable for sleeping purposes if desired.

Adirondack Skiff "Ampersand."



NUMBER 25.—(BUILT TO ORDER ONLY.)

Keel, oak, spruce or Norway pine; stems, natural crook backstreak; planking, 1/4 inch white cedar, smooth lapstreak construction; oak or spruce frames; cedar gunwales; decks, Spanish cedar or mahogany, two rowing thwarts cedar frames, with cane, bow and stern cane seats; varnished natural color throughout; nickel-plated or polished brass fittings throughout; one pair Adirondack oars, spruce; two pairs "fixed" Adirondack rowlocks; carrying yoke.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
16 feet.	38 inches.	13 inches.	(Without fittings) 75 lbs.	\$100.00.

Or same boat, except outside of boat throughout to be painted, and planking copper nailed and well clinched, and whole not quite as highly finished as above. Price, \$85.00.

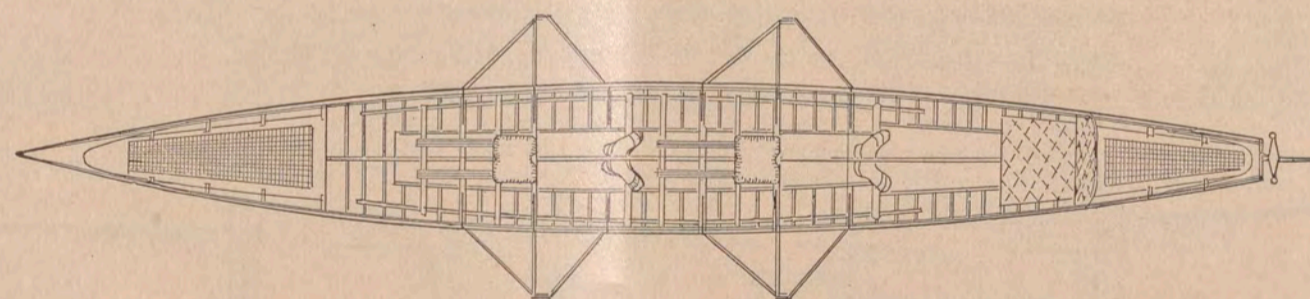
CLUB BARGES AND WORK BOATS.



We are prepared to quote to boat clubs on all sizes and styles of work boats and barges. We do not describe particular boats of this type in our catalogue as there are so many different styles, but we invite correspondence, and can submit estimates at any time. It would be to the advantage of clubs about to organize and purchase fleet, to obtain our figures.

DOUBLE AND SINGLE SCULL OR WORKING BOATS.

BUILT TO ORDER ONLY.)



The accompanying cut shows the style and inside finish of our club or scull boats. Two sizes—doubles 22 feet long, 30 inches beam; singles 20 feet long, 30 inches beam. Any other sizes can be furnished.

Three classes, A, B and C. The difference in price of double and single boats in accordance with difference in length and fittings.

CLASS A.

Oak keel and ribs; mahogany or black walnut stem and sternpost; Spanish cedar siding; smooth build; copper riveted and burred; mahogany gunwales, rudder and foot braces; black walnut and mahogany gratings fore and aft; finished in oil and spar varnish; black pipe outriggers, rudder hangings and all other fittings either brass polished or nickel-plated; Kerns' patent swivel oarlocks; patent roller sliding seats.

CLASS B.

Same as Style A, except planking white cedar; walnut gunwales and gratings.

CLASS C.

Lapstreak built; half smooth; walnut finished; iron japanned trimmings; no gratings; fixed seats.

No. M. M.		No. N. N.	
Class A, double scull,	\$200.00	Class A, single scull,	\$175.00
Class B, double scull,	180.00	Class B, single scull,	150.00
Class C, double scull,	120.00	Class C, single scull,	105.00

Sculls and oars extra.

Add \$5.00 per foot extra for each foot in addition to above lengths.

SAILING CANOES.

"GENERAL PURPOSE" CANOE BAT.

NUMBER EE.

(Built to order only.)



LEILA ("BAT" MODEL).

PROVED to be the best all-around canoe of the day. She is exceedingly stiff and wonderfully fast, under either sail or paddle; is fitted with dry stowage hatches and drawers; cockpit hatches, etc.

Class **A**, Spanish cedar; smooth shell; mahogany decks and combings; copper fastened; water-tight bulkheads; copper air tanks; mast tubes; nickel-plated fittings; centreboard trunk.

Class **B**, white cedar; smooth lapstreak build; mahogany decks; otherwise same as Class A.

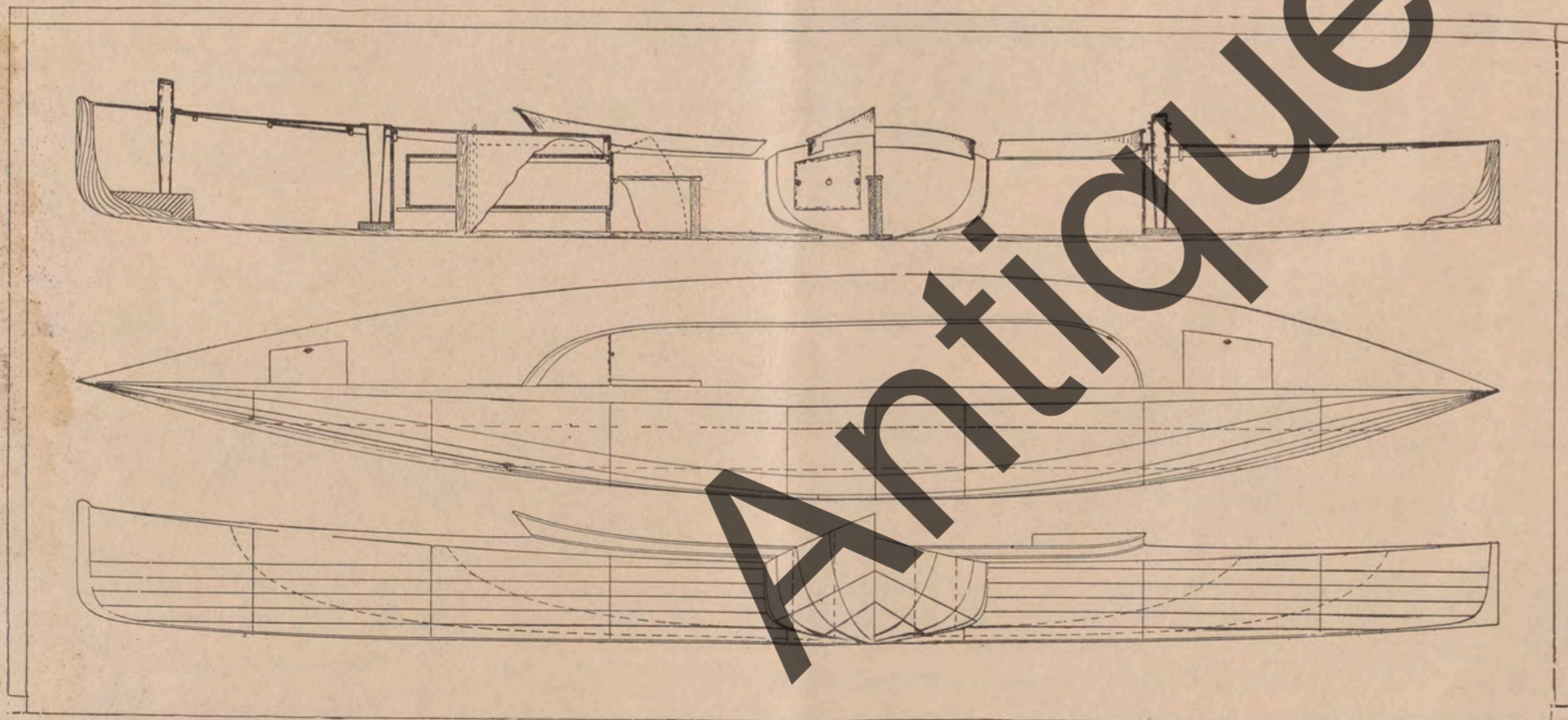


- Class **A**. 16 feet x 30 inches, \$125
- Class **B**. " " " " 115

Centreboard, rudder and sails extra.

The "Bat" has won more sailing, paddling, combined and hurry-scurry races than any other one canoe.

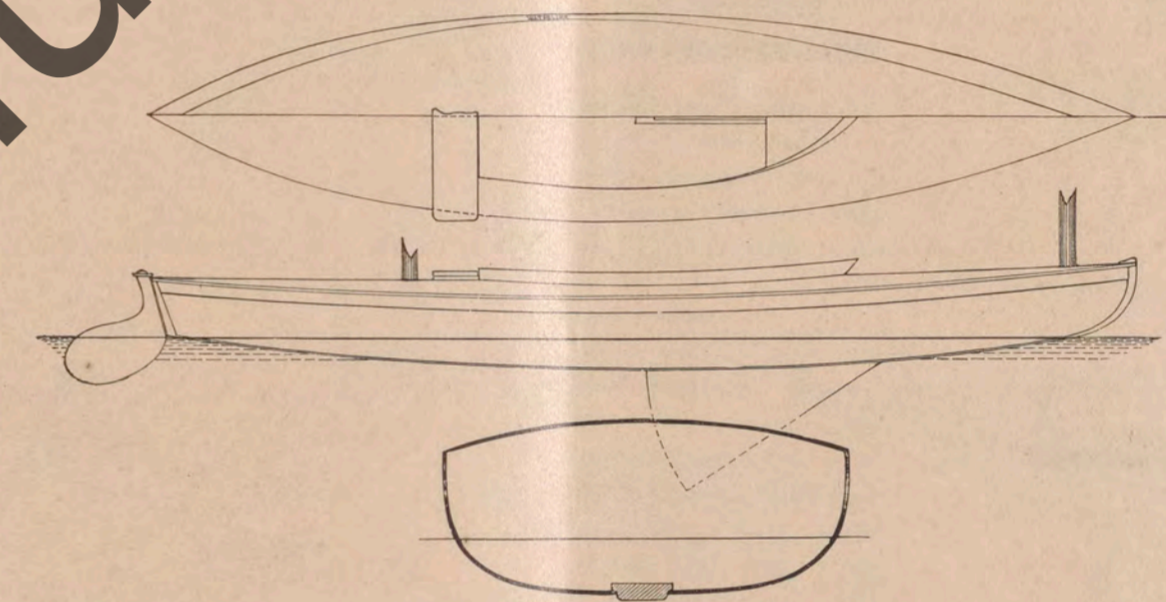
DIAGRAMS OF "GENERAL PURPOSE" CANOE BAT. Specially designed for us by Mr. W. P. Stephens, of Forest and Stream.



NUMBER FF.

"Class C" Sailing Canoes.

The tendency toward a larger and more comfortable craft than the standard 16x30 canoe, so plainly indicated in the growing demand for the small cruisers and racers of the "Scarecrow" and "La Gloria" types, points to the advantage of a craft that, while still possessing the distinctive quality of the canoe, of being handled, launched or beached by one man, and housed in a boat house when not in use, is at the same time more roomy and comfortable and much easier and safer to sail. While many very good boats of the so-called Class C have been built, there are none of them which are not capable of considerable improvement, the model being merely an enlargement of the smaller canoe. We are now prepared to build a canoe yawl that shall be fully up-to-date, retaining the general principles of the sailing canoe, but at the same time profiting by the great improvement in design which has recently taken place in all sizes of yachts. This boat is intended for pleasure sailing and cruising, to accommodate two or to be easily handled, under sail or ashore, by one person. The leading dimensions are:—over all, 16 feet; waterline, 14 feet 6 inches, allowing an overhang of 1 foot at the bow; beam, 3 feet 4 inches; draft, 6 inches; freeboard, 8 inches. The sheerplan is quite modern, and the lines are fuller than in the old canoes, more like "Scarecrow." The amount of internal room, as compared with a 30-inch canoe, is shown by the midship section. The interior arrangements include two bulkheads, which may be spaced to allow of over 6 feet sleeping space, these bulkheads being large enough to admit of doors, in place of deck hatches, if desired. Either a fixed deck seat or a sliding seat may be used, the latter, for convenience, being no longer than the beam of the boat. The centreboard weighs 50 lbs., and is fitted to lift out in handling ashore. The ordinary deck steering gear is used, and any of the two-sail canoe rigs may be fitted.



SCALE 1-4 INCH TO THE FOOT.

CLASS C SAILING CANOE "VOL-AU-VENT."

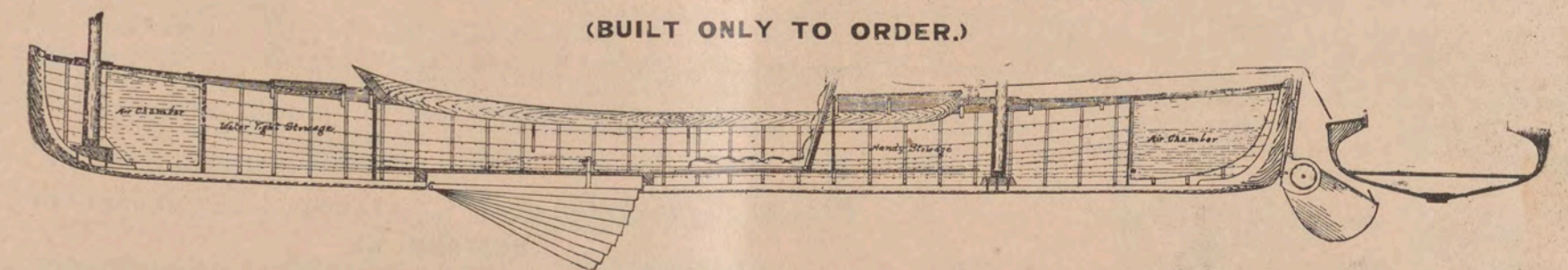
No. FF.

Length over all, 16 feet; length water line, 14 feet 6 inches; beam, 40 inches; draught, 6 inches; freeboard, 8 inches; stem and sternpost natural crook hackmatack, or oak; frames, floor timbers of oak; planking, 5-16 inch white cedar, smooth shell construction; copper riveted and burred; topstreak, Spanish cedar; decks, mahogany or Spanish cedar, brass screwed; combing, mahogany or oak; movable mahogany hatch at fore end of cockpit; sliding or fixed deck seat; water tight bulkheads fore and aft; deck hatches, or doors in bulkheads (whichever desired); woodwork varnished natural color throughout; wood C-board trunk; polished brass centreboard and handles; oak or mahogany rudder, brass bound; spruce masts and spars; brass mast tubes and plates; suit of sails; close bighted; bat-wing or any other shape desired; cordage and with latest fittings complete; cruising rig; deck steering gear, with chains, turnbuckles, etc.; 1 pair oars, varnished, leathered and copper tipped; 1 pair removable rowlocks; removable flooring; very high class throughout, price, \$200.00, or same boat, except with following alterations: planking half smooth, beveled lapstreak; copper riveted and burred at frames only; decks white, or Washington red cedar; centreboard, galvanized iron; and the whole thoroughly well, but not so highly finished as the \$200.00 boat, price, \$160.00

NUMBER GG.

"ST. LAWRENCE SPRAY" CRUISING CANOE.

(BUILT ONLY TO ORDER.)



"St. Lawrence Spray" is a cruising canoe, remarkably stiff and comfortable, with all the necessary qualities for a cruising canoe. Is fairly fast under sail or paddle.

Dimensions: Length, 15 feet; beam, 31 1-2 inches; depth at bow, 18 inches; depth at stern, 16 inches; depth amidships, 9 1-2 inches. Built in two classes, as described in canoe "Bat." Centreboard and rudder extra.

Class **A**, Price, \$110.00.

Class **B**, Price, \$100.00.

Plain brass plate centreboards in wooden centreboard trunks, \$15.00. For folding centreboards and rudders, see fittings,

Racing Canoe "Avis," Fin Keel Type.

NUMBER HH.

(Built to order only.)

Length, 16 feet; beam, 30 inches; Spanish cedar siding, smooth construction, copper riveted and burred at ribs; watertight bulkheads and hatches; "bath tub" cockpit; floor of cockpit above load water line; top of centreboard trunk flush with floor, thus forming a self bailer; mahogany decks and combing; mast tubes and plates; HOLLOW MASTS, BOOMS AND YARDS; suit of batwing sails, 165 square feet area, to reef (either standing or hoisting rig, as preferred) of imported silk and linen mixture, extremely light and strong; special drop rudder; plate brass or Tobin bronze centreboard; special thwartships steering gear; ALUMINUM deck and sail fittings; English boxwood or aluminum blocks; 7-foot special "hiking" seat; woodwork highly finished in natural color spar varnish; all fittings, rig, etc., of latest approved pattern.

Price, \$200.00 Without masts or sails, \$175.00



Canoe "Milwaukee," 1894, 190 square feet, up.

Racing Canoe "Avis."

NUMBER JJ.

(BUILT TO ORDER ONLY.)

Length, 16 feet; beam, 30 inches; same model as above; planking, white cedar, smooth construction; copper riveted and burred at ribs; watertight bulkheads and hatches; "bath tub" cockpit; ordinary wood centreboard trunk; mahogany decks and combing; mast tubes and plates; SOLID spruce mast and spars; suit of batwing sails, 165 square feet, to reef (either standing or hoisting rig), of light muslin, very light and strong; special drop rudder; plate brass centreboard; special thwartships steering gear; nickel-plated brass deck and sail fittings; 7-foot special "hiking" seat; woodwork highly finished in natural color spar varnish; all fittings, rig, etc., of latest improved pattern.



Canoe "Milwaukee" (1894), 190 square feet, up.

Price, \$180.00

Without masts or sails, 150.00

The "Avis" canoe, though "nicknamed" and generally called a fin-keel canoe on account of her peculiar shape and construction below l. w. l., is merely a plain plate c-board canoe, sailed without bulb or ballast. The canoe "Milwaukee" of this model, built by us in 1893 for Mr. F. B. Huntington, who sailed her that year, and owned and sailed in 1894 by Mr. E. H. Holmes, both well-known members of the Western Canoe Association. The "Milwaukee" has sailed during these two years in all the important W. C. A. races and has been beaten once only. NO CANOE HAS EVER PASSED "MILWAUKEE" IN SAILING. The following is "Milwaukee's" record for 1893-1894:

2 races in Milwaukee Bay, June, 1893; first place in each; 2 heats, W. C. A. Trophy Cups, W. C. A. Meet, Ballast Island, July, 1893; first place in each; 2 heats, Gardner Challenge Cup Races, W. C. A. Meet, Ballast Island, July, 1893; first place in each; 1 race, W. C. A. Meet, Ballast Island, July, 1893; second place; "Man-overboard" Race, W. C. A. Meet, Ballast Island, July, 1893; first place. (Ruled out and prize awarded to second canoe). Sailed by F. B. Huntington.

2 heats, W. C. A. Trophy Cups, at Madison, July, 1894; first place in each; Passenger Race, W. C. A. Meet, at Madison, July, 1894; first place. Sailed by E. H. Holmes. Milwaukee was barred out of W. C. A. Gardner Challenge Cup on account of not having competed in first heat, but she sailed the two last heats simply to display her sailing qualities, and STARTED AFTER THE TEN CANOES IN THE RACE, PASSED EACH AND EVERY ONE TO WINDWARD, AND CAME IN FIRST IN BOTH RACES. Truly a wonderful performance. We shall further improve the model and rig of this canoe for 1895 season.

Fast Paddling Canoe "Graham."

NUMBER KK.

Length, 15 feet; beam, 28 inches; oak keel and ribs; hackmatack natural crook stems; planking, white cedar; smooth lapstreak build; copper fastened; mahogany or Spanish cedar decks; 6-foot cockpit; watertight bulkheads or copper air tanks forward and aft; finished natural color in spar varnish; nickel-plated brass, fittings; one double blade spoon racing paddle; one single blade racing paddle. This is a very light, handsome and extra finished canoe, built especially for speed, and has won many prizes. Price, \$85.00

Rudder, (mahogany) and foot steering gear, \$10.00 extra.

Size, 16 feet x 27 1/2 inches, if preferred, at same price. Other sizes built to order.



War Canoe Ko-Ko-Ko-Ho (Yonkers C. C.) built by us. Photograph taken off Jessup's Neck, A. C. A. meet, August, 1890.

NUMBER DD.

Oak keel and frames; natural crook hackmatack or bent oak stems. planking, white cedar, carvel and caulked built; copper riveted and burred; gunwales, oak; decks, 30 to 36 inches, mahogany; eight paddling thwarts, mahogany or cherry; flooring, white cedar, removable; the whole highly finished in natural color spar varnish; selected first-class lumber throughout; nickel-plated or polished brass stem bands.

LENGTH, 30 feet.

BEAM, 30 inches.

PRICE, \$175.00

We can furnish other grades and sizes. Estimates submitted on application.

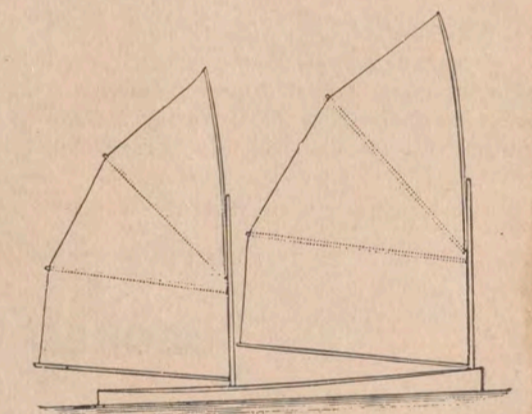
CANOE SAILS

Mainsail and Dandy. (Made to order.)

NUMBER KK.

Standing Rig.

Suit canoe racing batwing sails—area, 160 square feet to 190 square feet; HOLLOW spruce masts, booms and yards; imported silk and linen mixture material (extremely light and strong); braided linen cordage, sheets, etc.; complete and ready to step into canoe; Masts, any diameter up to 3 1/4 inches. Price, \$45.00. Or hoisting rig, complete with running reefing gear; batons, masthead and foot gear; boom gaff and batonjaws, etc., \$55.00.

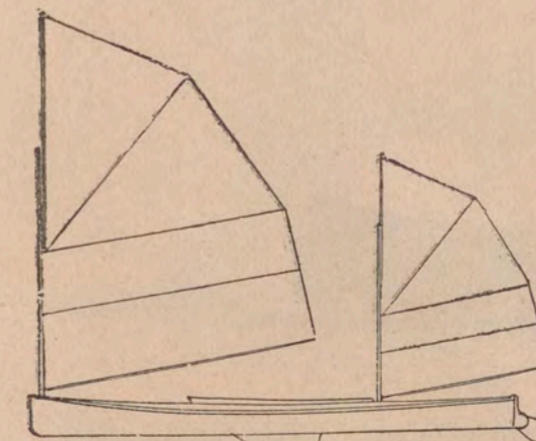


NUMBER LL.

Standing rig; same as KK, except masts and spars, solid, and material light, tough muslin, \$25.00. Or hoisting rig, with all necessary fittings, cordage, etc., \$37.50.

"St. Lawrence Spray" Sail Plan.

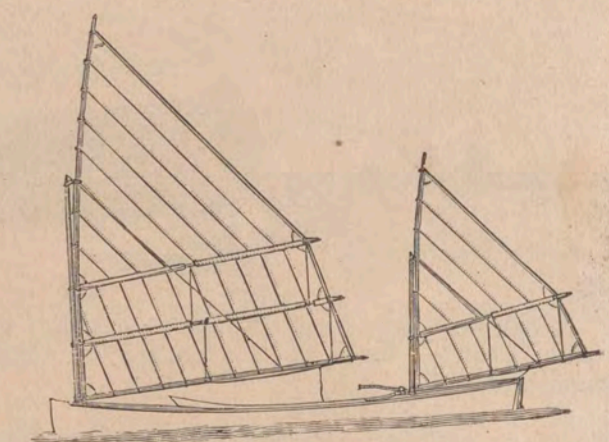
Sail plan shows an area of 85 square feet, with reefing gear on all reefs. This style of sail is one of the best of lowering rigs. The reefing gear is the continuous line method.



Number LL.

Sails, with spars and metal fittings, plain, polished or nickel-plated brass, \$20.00

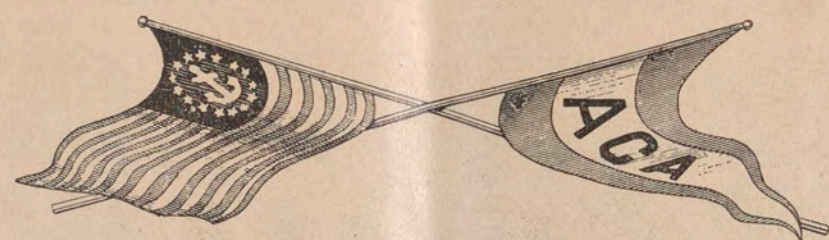
With all latest special racing fittings, 25.00



"St. Lawrence Spray."

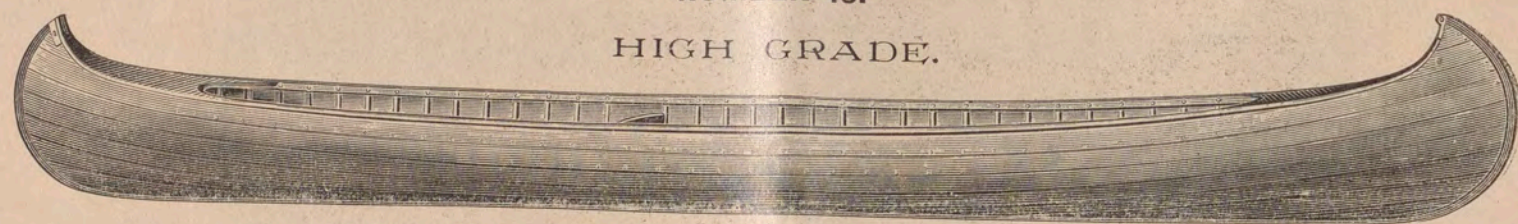
Special sails of all styles made to order from our own or from customers' designs.

A full line of aluminum and brass canoe fittings kept in stock. (See illustrated price list at end of catalogue.)



CANADIAN CANOE (Regular Stock).

NUMBER 45.
HIGH GRADE.



Oak, spruce or Norway pine keel; oak or hackmatack stems; oak ribs; planking 1/2-inch white cedar, smooth construction, copper fastened; decks 16-inch mahogany or quartered sycamore; cedar or cherry gunwales; three thwarts; 1 double blade or 2 single blade spruce or maple paddles; varnished natural color throughout in best spar composition; nickel-plated brass fittings.

LENGTH, 15 feet.	BEAM, 30 inches.	APPROXIMATE WEIGHT, 50 lbs.	PRICE, \$60.00
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CANADIAN CANOE (Regular Stock).

NUMBER 46.

Spruce or pine keel; oak stems; oak ribs; planking 1/2-inch white cedar; half-smooth construction; copper fastened; decks 16-inch butternut; cedar or cherry gunwales; 3 thwarts; 1 double blade or 2 single blade paddles; finished natural color in best spar composition throughout; nickel-plated brass fittings.

LENGTH, 15 feet.	BEAM, 30 inches.	APPROXIMATE WEIGHT, 50 lbs.	PRICE, \$55.00
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SPECIAL CANADIAN CANOE (Built to Order Only).

NUMBER 47.

Spruce or oak keel; natural crook hackmatack stems; oak or elm ribs; planking alternate strips Spanish cedar or mahogany and white cedar, or quartered sycamore; smooth construction; copper fastened; decks 16-inch alternate strips rosewood or mahogany and curly maple gunwales mahogany; 3 thwarts; 2 folding mahogany seats; 2 folding plush lounge cushions; 1 fancy rug; 1 double blade or 2 single blade paddles; all woodwork highly finished natural color in best spar varnish.

LENGTH, 15 feet or 16 feet.	BEAM, 30 inches.	APPROXIMATE WEIGHT, 47 lbs.	PRICE, \$80.00
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Either of above can be decked with mahogany, with cockpit 6 feet or 7 feet, for \$17.50 extra.

DECKED CANADIAN CANOE (Built to Order Only).

NUMBER 48.



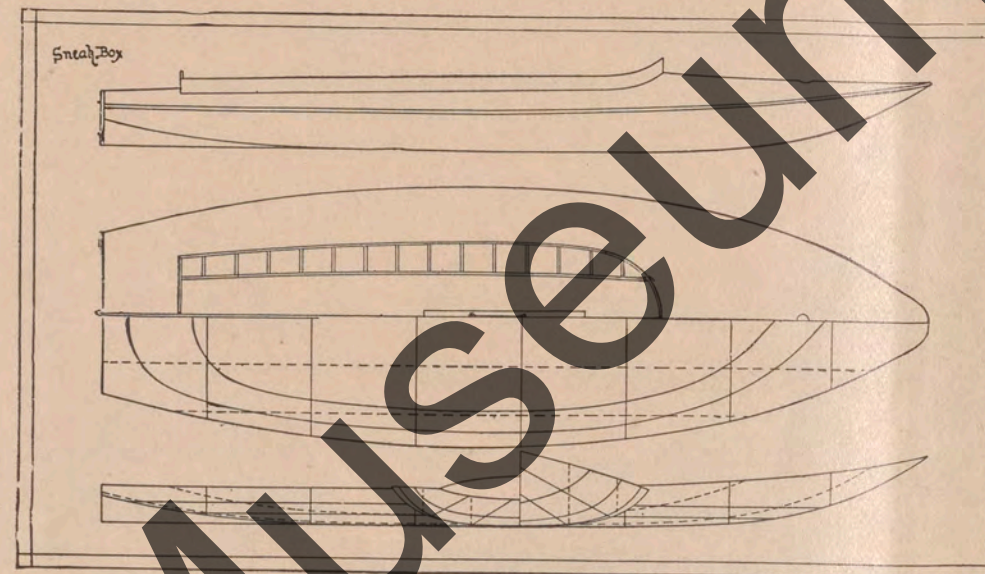
Oak keel, stems and ribs; planking white cedar; Spanish cedar top streaks; smooth construction; copper fastened; decks Spanish cedar or mahogany; 3 1/2 feet ford; 3 1/2 feet aft; 6 inches sides; 1 double blade or 2 single blade paddles; finished throughout natural color in best spar composition.

LENGTH, 15 feet or 16 feet.	BEAM, 30 inches.	APPROXIMATE WEIGHT, 60 lbs.	PRICE, \$95.00
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Our Canadian canoes are built specially strong, but at the same time light, and are very staunch models, with good flooring and with an easy "tumble home" to facilitate paddling. We export a large number of these craft to Great Britain. We invite foreign correspondence. Special prices to boat clubs, etc., requiring a number of canoes at one time.

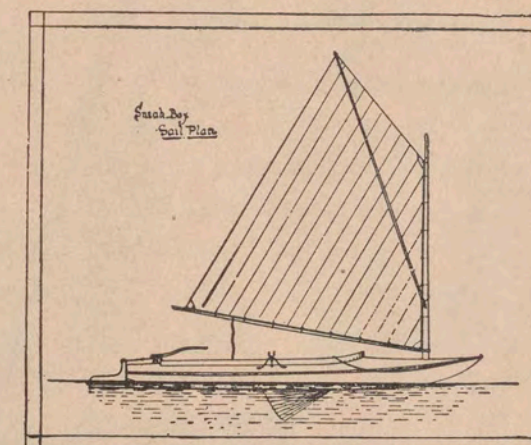
Lake St. Francis Sneak Box.

NUMBER 21.
(Built to order only.)



AN EXCELENT HUNTING BOAT FOR EITHER OPEN WATER OR MARSH USE.

AK keel, stems, ribs, transom and gunwales; planking, 5-16 inch white cedar; beveled lapstreak construction copper riveted and burred to ribs; canoe cockpit 7 feet or 8 feet long; decks, cedar; wood rudder and tiller; two seats; one pair ash or spruce oars, leathered and copper tipped; Radix folding centreboard; sprit sail with mast, area, 60 square feet; spars, cordage, etc, complete; one cockpit canvas cover; two cartridge racks; one gun rack; nickel-plated



or polished brass fittings throughout; woodwork varnished natural color throughout.

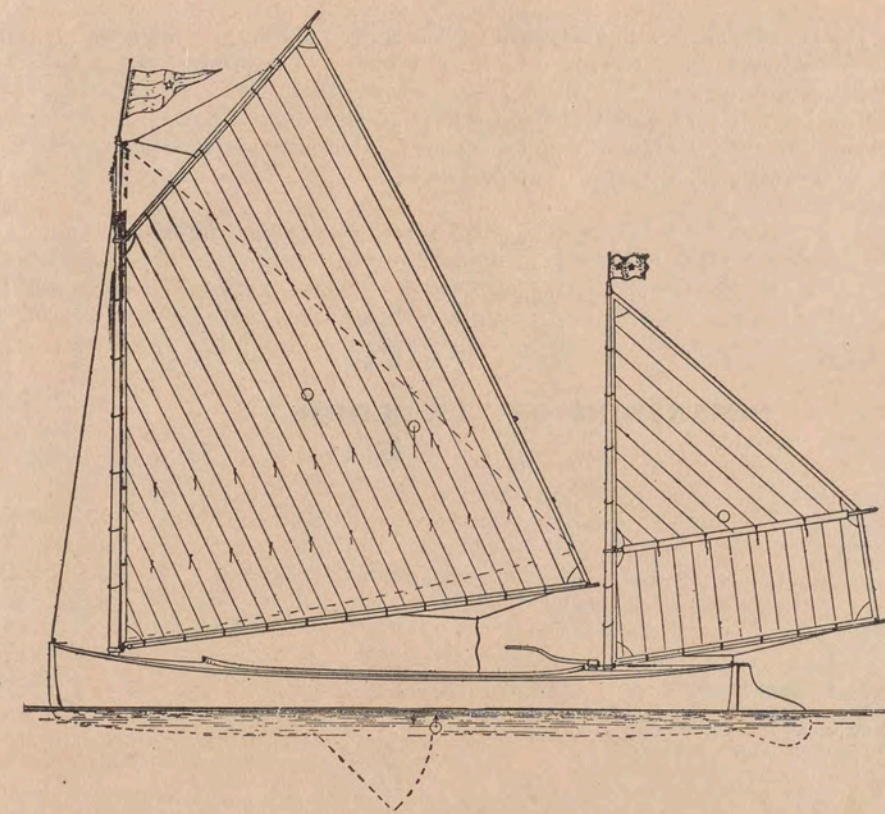
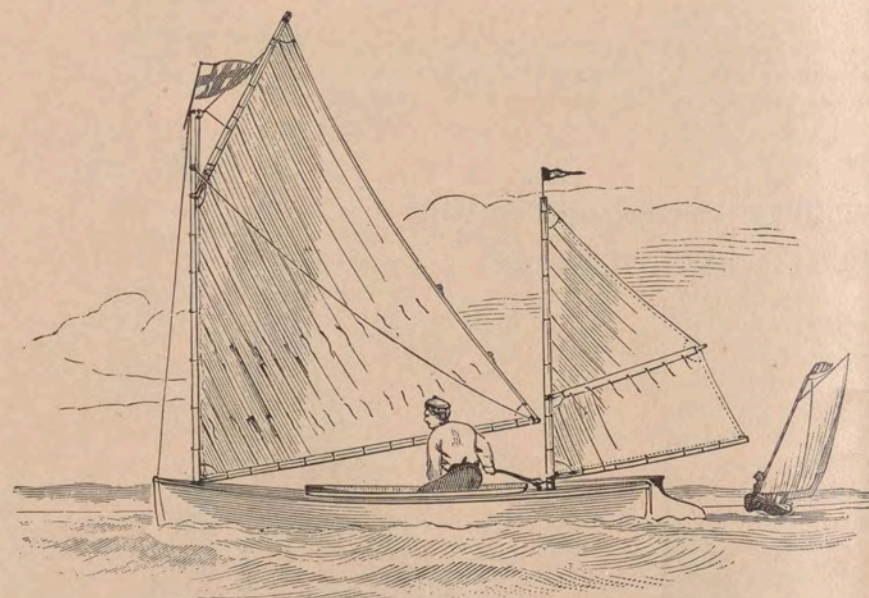
LENGTH (over all), 15 feet.	BEAM, 4 feet.	WIDTH STERN, 30 inches.	DEPTH AMIDSHIPS, 15 inches.	DEPTH STERN, 7 inches.
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APPROXIMATE WEIGHT (without fittings), 85 lbs. PRICE, \$125.00,

or, same boat as above, EXCEPT TO BE PAINTED DEAD GRASS COLOR THROUGHOUT; planking to be copper nailed and clinched instead of riveted; decks to be 1/2 inch cedar, canvas covered; centreboard to be Brough's galvanized steel; and fittings throughout galvanized iron; NO canvas cockpit cover. Price, \$90.00

NUMBER S. S. "ADELANTA" CANOE YAWL. 1895 MODEL. (Regular Stock.)

AK keel, stem and stern; oak frames and floortimbers; planking, white cedar, 5-16 inch; half smooth lapstreak or carvel ribon construction; copper riveted and burred; decks, Spanish cedar or mahogany, 4 feet forward, 3 feet aft, 6 inch sides; one rowing thwart (removable); bow and stern seats; watertight bulkheads with hatches forward and aft; varnished natural color throughout with best spar



composition; one suit sails, main and dandy, 120 square feet area, to reef; galvanized plate steel centreboard, and wood trunk; wood rudder; deck steering gear; one pair oars, leathered and coppered; one pair (removable) rowlocks; nickel-plated or polished brass fittings throughout.

LENGTH, 16 feet.	BEAM, 42 inches.	DEPTH AMIDSHIPS, 16 1/2 inches.	PRICE, \$175.00
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or, same boat, except planking to be beveled lapstreak, and to be coppered nailed and clinched; decks, white cedar, and outside of planking painted instead of varnished. Price, \$145.00

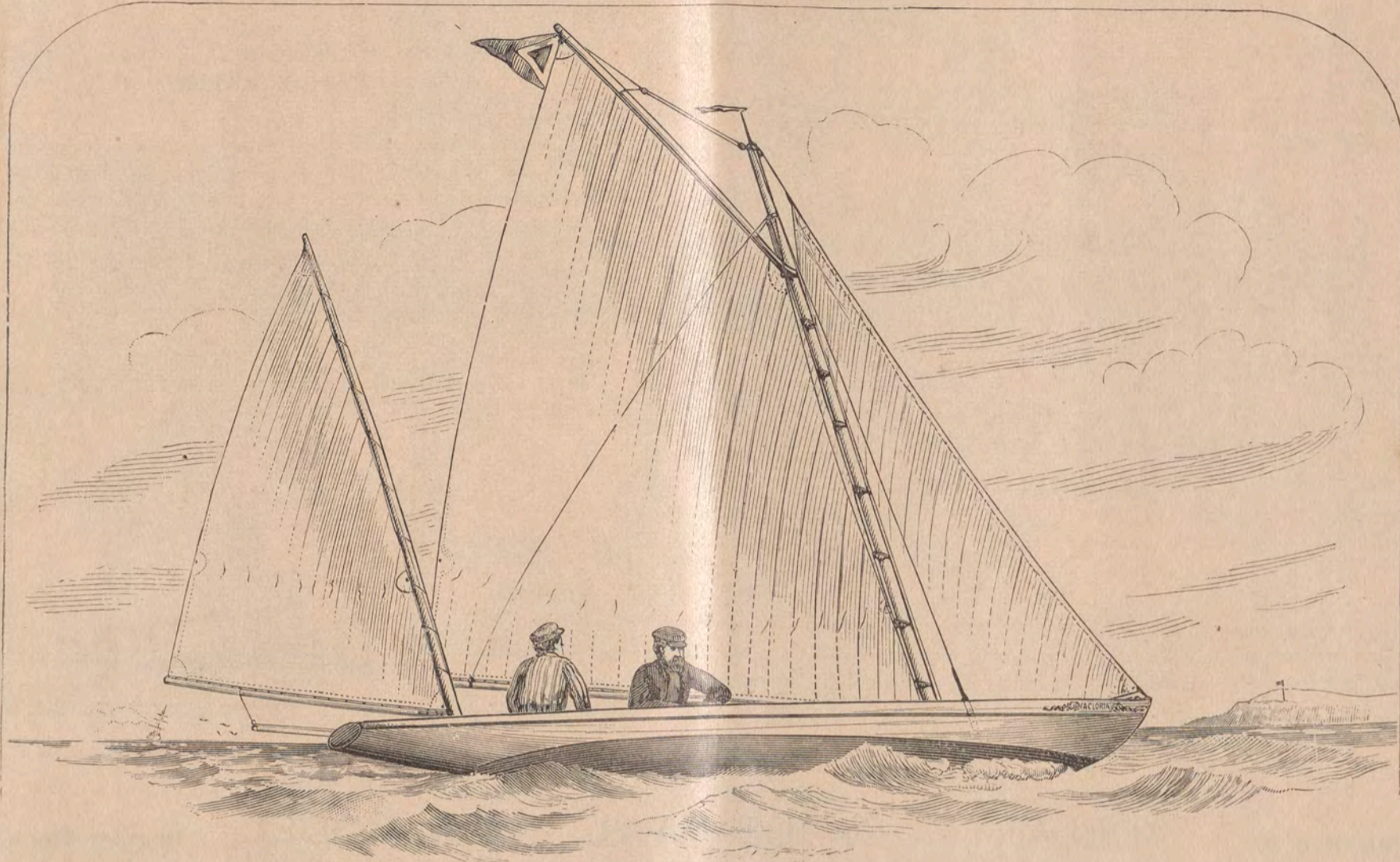
We build all styles of CANOE YAWLS and GENERAL PURPOSE CANOES, either from our own or from customers' designs. Estimates sent on application.

NUMBER AA.

“La Gloria.”

(Built to order only.)

Designed by Mr. W. P. STEPHENS, Yachting Editor “Forest and Stream,” and built in two sizes.



Oak keel, stem and sternpost and frames; mahogany transom; planking, white cedar, carvel built, copper RIVETED; top streak, Spanish cedar or mahogany; covering boards, partners and combing white oak; deck, white pine or cherry strips, bent to shape blind fastened and caulked; combing oval, 2 1/2 or 3 inches above deck forward, tapering to 1 1/2 inches aft; watertight bulkheads with hatches forward and aft; galvanized iron air tank under forward deck; mahogany hatch in forward deck; oak centreboard trunk, plate metal centreboard; oak rudder, removable flooring to cockpit; one semi-circular seat aft and one thwart both removable for sleeping purposes; finished throughout in natural color spar varnish; fittings, polished brass, brass mast tubes, cleats, chocks, travelers, etc.; first-class material, workmanship and finish throughout.

Price for the 15 foot (load water line) boat, **\$225.00** Price for the 18 foot (load water line) boat **\$255.00**
 Deduct **\$15.00** if outside of planking to lower edge of sheerstreak is painted instead of varnished natural color.
 Sails, as per illustration, complete with spars, cordage, blocks and fittings, 160 square feet for 15 footer **\$27.50**
 Sails, as per illustration, complete with spars, cordage, blocks and fittings, 240 square feet for 18 footer **\$37.50**
 Jib and mainsail rig can be substituted for above rig, if desired.

DIMENSIONS OF “LA GLORIA.”

	15 ft 4 in l. w. l.	18 ft l. w. l.
	FT. IN.	FT. IN.
Length over all	20 1	23 6
l w. l.	15 4 1/4	18 6
Overhang bow	1 3 1/4	1 6
stern	3 5	4
Beam, extreme	4 0	5
w. l.	4 1	4 9 1/4
Freeboard “st.	10 3/4	1
Sheer, bow	7 1/2	8 1/4
stern	6 1/2	6
Draught, without board	6 1/2	6
Sail area, square feet	158	240
Fore end, l. w. l. to mainmast,	4 6	5 3
slot fore end,	5 0	6 0
after end,	10 4	12
cockpit, fore end,	7 8	9
after end,	14 1	15 6
mizzen mast	15 7 1/2	13 3
Cockpit breadth,	3 6	4 2
Breadth across transom,	1 1 1/2	1 4
Round of deck,	3	

“LA GLORIA” can be supplied with BULB-FIN KEEL, if desired.



From photo. of the original “La Gloria,” as built for Mr. M. T. Bennett of the New York Canoe Club.

We believe this boat, which is an entirely new type has no equal as an all-around small cruiser of centreboard type. She is a perfect wonder in a heavy blow or sea, and has great speed, though handiness and comfort were the requirements first aimed at.

We shall make such changes as we may deem advisable from time to time, to improve and perfect this boat, to add to handiness or cruising qualities and speed.

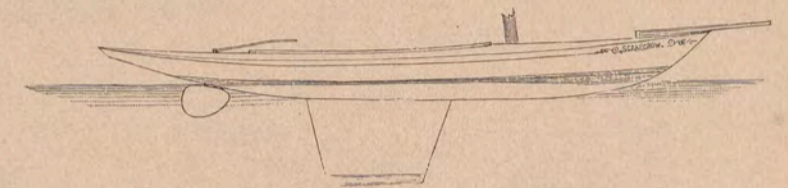
NUMBER BB.

“SCARECROW.”

(Built to order only.)

“Single Hander” Fast Cruiser.

Designed and recently improved by Mr. W. P. STEPHENS, Yachting Editor “Forest and Stream” (See “Forest and Stream,” November 24, 1892.)



During 1893 and 1894 we have built a number of the “SCARECROW” craft, which have met with much success, the type filling a long-felt want among sailers of small sail boats for a fast, safe and seaworthy boat. Being constructed with watertight bulkheads and cockpit she is non-sinkable, while the lead ballast makes her practically non-capsizable. The cockpit is clear, and gives ample sleeping room for two persons, while there is an abundance of storage room fore and aft for cruising kits. The cockpit flooring is 3 inches above the load water line, and provided with self-bailing pipes and plugs. “SCARECROW” is a wonder in a heavy sea and is fast, though handiness and comfort are first aimed at.

The following are the dimensions of the two classes:

15 FOOT 4 1/4 INCH LOAD WATER LINE BOAT.

Length over all,	21 feet 4 1/4 inches
Length load water line,	15 “ 4 1/4 “
Overhang, bow,	2 “ 1 3/4 “
Overhang, stern,	2 “ 10 1/4 “
Beam, extreme,	4 “ 8 5/8 “
Beam, load water line,	4 “ 3 3/8 “
Freeboard, least,	4 “ 10 3/8 “
Sheer, bow,	11 1/2 “ “
Sheer, stern,	4 “ “
Draught, without fin,	7 3/8 “ “
Draught, with fin,	3 feet 5 1/2 “
Crown of deck,	4 1/4 “

18 FOOT LOAD WATER LINE BOAT.

Length over all,	27 feet
Length load water line,	18 “
Overhang, bow,	4 “ 6 inches
Overhang, stern,	4 “ 6 “
Beam, extreme,	5 “ 6 “
Beam, load water line,	5 “
Freeboard, least,	1 “
Sheer, bow,	1 “ 1 “
Sheer, stern,	5 “
Draught, without fin,	9 “
Draught, with fin,	4 feet, 3 “
Crown of deck,	5 “

Length over all, 27 feet; length load water line, 18 feet; other dimensions same as above. Keel, stem and sternpost, frame and floor timbers, white oak; transom, mahogany; planking, 1/2 inch white cedar, carvel built and thoroughly caulked and paved with white lead and fastened with copper rivets and burrs; rivet heads countersunk and wood plugged; garboard streaks and top streaks, oak; decks, white pine strips bent to shape, blind fastened and thoroughly caulked, and paved with red lead; plank sheer and partners, white oak; flooring, white pine or cedar, matched; combing, mahogany; cockpit from 6 to 7 feet long between bulkheads; watertight bulkheads fore and aft, of two thicknesses of lumber enclosing heavy canvas, well painted; self-bailing watertight cockpit; hatches in decks fore and aft, mahogany (or, if preferred, hatches in bulkheads); hull, deck and all woodwork that is visible, highly finished in natural color spar varnish; fancy scroll work forward and cove running fore and aft on top streaks, carved and gilded, any desired name in gilt letters on bows and stern; inside of hull and invisible woodwork to be thoroughly well painted; polished brass deck fittings, i. e., chocks, cleats, fairleads; metal rudder and fin-keel, traveler and tiller; the fin-keel, a fixture of 5-16 inch boiler plate, strongly secured to keel, base of plate having a cigar shaped lead bulb weighing about 650 pounds; all fastenings exposed to water, either brass or copper; spruce spars, with brass or galvanized iron fittings; sail plan, 350 square feet area, sloop or yawl rig, whichever is preferred, good quality six-ounce duck, two bights to each cloth; standing rigging of galvanized wire, running rigging of manilla; wood mast hoops—in fact, the whole to be finished complete for sailing. Workmanship and finish first-class throughout. Price, F. O. B., Clayton R. R., **\$375.00.**; or, if the outside of hull is painted instead of varnished natural color, **\$350.00.**

“SCARECROW,” 21 feet 4 inches over all, and 15 feet 4 inches load water line; other dimensions as same above. Same material and finish as above, but with sail plan and lead fin in proportion, price, **\$285.00.**; or **\$270.00** if outside of hull is painted instead of varnished.

Where a hoisting fin is required, centreboard trunk can be made, top of which would be flush with the floor, and size of plate increased to give same area below keel when fin is lowered to limit, the fin then being to all intents and purposes a permanent one, being left down when sailing or at anchor, but can be fitted with special hoisting gear by which it may be raised for any special emergency. The extra price for hoisting, instead of fixed fin, in either size boat, **\$25.00.**; and **\$10.00** for special hoisting gear. Tobin bronze fins can be supplied when requested.

Our boat “VOL-AU-VENT” (“Scarecrow” model) was awarded Gold Medal and Diploma for superiority at the World’s Columbian Exposition, 1893.

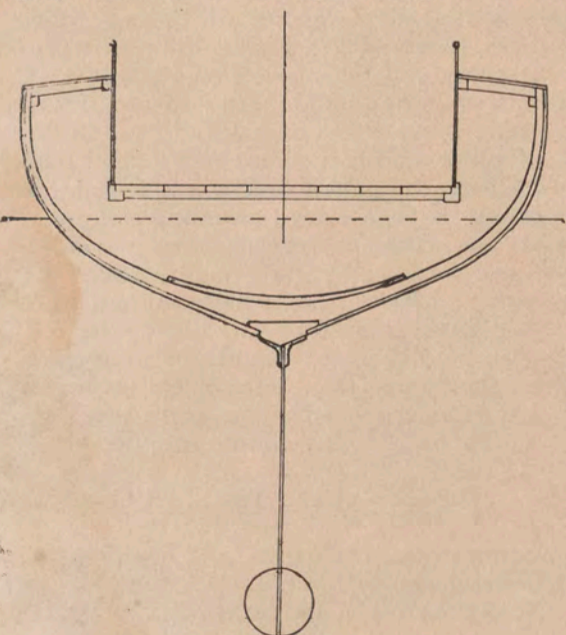
During the seasons of 1893-1894 our “Scarecrows” have won many races against first class company of their own, and even higher, classes. Where used as racers, of course, the sail area is increased and rig somewhat different. Our customers will obtain the benefit of any new improvements in construction, rig, fittings, etc., that can be produced from time to time. SCARECROW can be furnished with plain hoisting centre board if desired.

"18-Rater," Bulb Lead Fin Keel.

NUMBER C. C.
(BUILT TO ORDER ONLY.)



○ OAK keel and frames; one-half or three-quarter inch white cedar planking, with oak garboards and sheerstreaks, copper riveted to frames, carvel built and caulked thoroughly; plank sheer and partners, white oak; combing, white oak; decks, white pine strips, blind fastened and caulked; mahogany hatch to forward deck; mahogany transom; mahogany wainscoting to cockpit; inside of cockpit, decks, etc., highly finished in best spar composition and well rubbed down; outside of hull well painted black or white; five-sixteenth inch plate with cigar shaped lead weight attached to base; deck fittings polished brass, including traveler, chocks, cleats, eyebolts, etc.; spruce mast boom and gaff; 35 lb. galvanized iron anchor; whole finished in best workmanlike and shipshape manner.



SKETCH OF MIDSHIP SECTION.

The fin is so constructed that by unscrewing part of cockpit flooring the whole metal fin can be easily detached and attached by removing the nuts from bolts which pass through the oak keel and oak and metal frames. This is a great advantage for shipping, or for laying boat up for winter.

Tobin bronze fins can be supplied, if desired. Prices of same on application.

Length at load water line, 18 feet; length over all, 28 feet; beam, 5 feet 6 inches; draught (about), 4 feet 6 inches; weight of fin and bulb, 1,100 lbs.

Price, complete with sails, rigging, etc., etc., as described above, \$600.00

Sails of fine quality 8 oz. duck, close bighted, complete with patent blocks, cordage, wire rigging, etc. To customers purchasing boats, who desire to supply their own sails, we will send drawings and scale of sail plan, and are prepared to estimate on hull complete, without sails.

We have greatly improved our "18-Raters," and increased their overhang in bow and stern. We have a new model for 1895 which we believe to be the best and fastest of the class yet produced. We are prepared to submit estimates for any size of this type of craft.

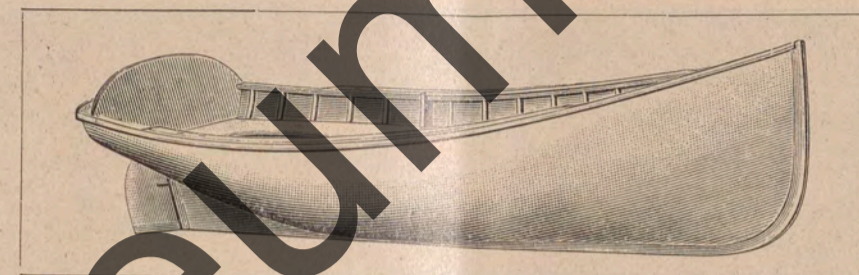
Prices of Racing Rig for above quoted on application.

YACHT TENDERS AND DINGHEYS.

NUMBER 30.

"THE LARCHMONT."

(Regular Stock.)



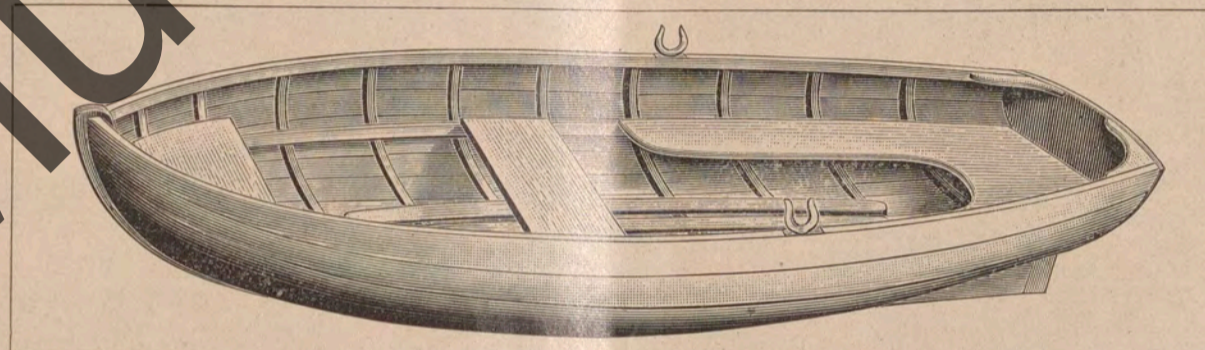
Oak keel, stem, frames and gunwales; mahogany transom; planking, 3/8 inch white cedar, copper riveted and burred; mahogany breasthooks; two rowing thwarts; one bow seat; large, semi-circular stern seat; lazy back; oak rudder; two pairs rowlocks; one pair straight blade oars, leathered and coppered; hoisting rings fore and aft; nickel-plated or polished brass fittings throughout; woodwork varnished natural color throughout in spar composition.

LENGTH. 10 feet. BEAM. 50 inches. PRICE. \$85.00

NUMBER 31.

"LITTLE GIANT."

(Regular Stock.)



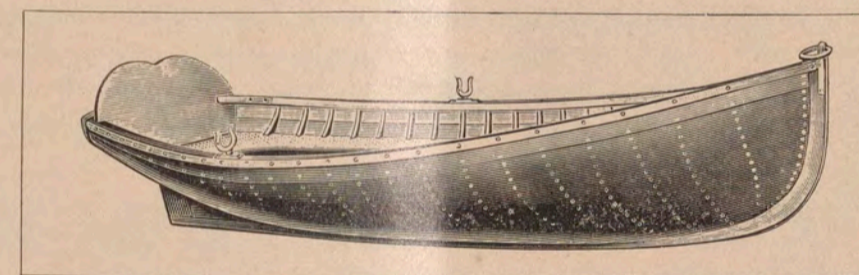
Oak keel, stem, frames, gunwales and transom, planking, 5-16 inch white cedar, copper riveted and burred at ribs (rest copper nailed and well clinched); oak breasthooks; one rowing thwart and stern seat, pine or cypress; oak rudder; one pair rowlocks; one pair ash oars, varnished; hoisting rings fore and aft; galvanized iron fittings; outside of planking painted, rest varnished natural color in spar composition.

LENGTH. 10 feet. BEAM. 50 inches. PRICE. \$50.00

NUMBER 32.

"LITTLE MAC."

(Built to order only.)

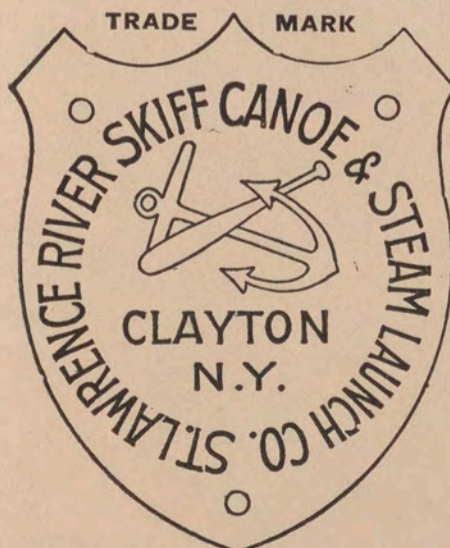


Oak keel and frames; natural crook oak or hackmatack stem and sternpost; mahogany transom; white cedar planking, smooth built, copper riveted (top-streak mahogany or Spanish cedar); oak gunwales; mahogany breasthooks, lazy back, seats and rudder; fancy mahogany grating in bow; removable flooring of fancy grating (white pine); whole highly finished in natural color spar varnish; one pair oars; one pair rowlocks; polished brass fittings throughout, including braces, hoisting rings, rudder fittings, stern bands, etc. Yacht's name well lettered on lazy back or stern.

LENGTH. 10 feet. BEAM. 50 inches. PRICE. \$115.00

Add \$10.00 for flush streak rowlocks and wash streaks. Add \$10.00 for each foot above 10 feet in length.

Our "LITTLE MAC" was awarded Gold Medal and Diploma for superiority at World's Fair, 1893.

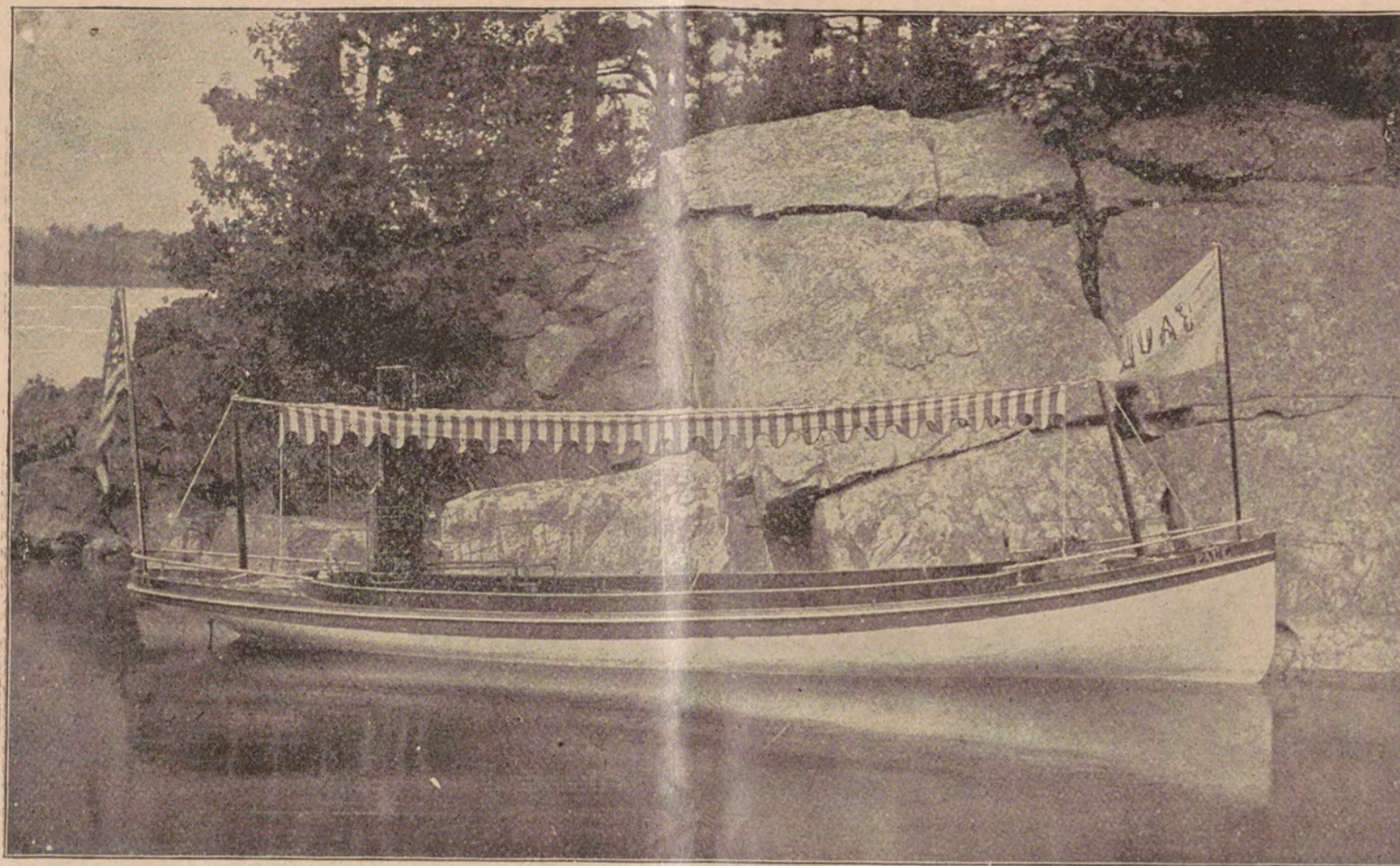


Our department for yacht tenders is very complete, to which we pay special attention. Careful study and experimenting has enabled us, we believe, to produce the best models in this line yet offered. The really serviceable tender or dingy should combine the following qualities: Staunchness, lightness, as far as is consistent with necessary strength for such a boat; capacity for carrying good load of passengers or provisions to and from yacht; and should be built so that when towed from stern of vessel it should ride easily and follow in the wake straight, instead of taking that zigzag course (so many good looking dingys have this fault) which necessarily impedes the speed and steering of the yacht to which it is attached. Many yachtsmen for whom we have built dingys declare that we have just "hit it."

Fac-simile of name plate which is inlaid on top of every boat built by us.

Other Sizes and Grades of Tenders and Dingheys Built to Order.

STEAM LAUNCHES.



NO. 00. STEAM LAUNCH "PAUL."

The illustration shows the inside finish and load water line view of steam launch, 21 feet long, 5 feet beam; built in two classes; machinery can be placed aft.

CLASS A. Oak keel; hackmatack stem and sternpost; bent oak frame; cedar planking; copper riveted and burred; mahogany sheerstreak and plank sheer; decks, pine, bent to shape and invisibly fastened. Inside finish—Floors, matched pine; wainscoting, mahogany; cherry cap round combing; steering wheel, fancy wood with brass; copper tipped spokes; steering gear combined fore and aft, or "wheel and tiller;" finished in oil, shellac and spar varnish; nickel-plated or plain polished brass rail fore and aft. Price, without machinery, **\$375.00**

Complete with 2-horse power Monitor Vapor Motor, fittings, tank carburetor, battery, propeller, bearings, stuffing-box, shaft, circulating pump, etc. (Awnings and flags extra.) Price, **\$725.00**

No. PP. Class B. Same as A, except planking; copper nailed and clinched; sheerstreak and plank sheer, oak; ash or birch wainscoting; painted outside to bottom of sheerstreak. Inside finish—Oil, shellac and spar finish; rail extra. Class B, complete, without machinery. (Awnings and flags extra.) Price, **\$250.00**

Complete with 2-horse power Monitor Vapor Motor, as above. Price, **\$600.00**

If desired we can place in above launches other machinery than the Monitor.

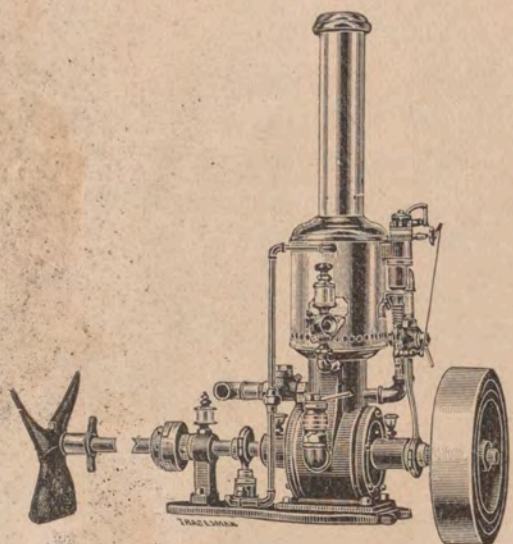
Price List of Monitor Vapor Engines.

These prices include motor and fittings complete, tank carburetor, battery, propeller wheel, stern and thrust bearings, stuffing box, shaft and circulating pump. Bright parts and fittings, jacket and stack nickel-plated.

No.	Horse-power.	Rev- olutions	Base to olu-Shaft centre, inches.	Floor Space, inches.	Weight, lbs.	Price.	No.	Horse-power.	Rev- olutions	Base to olu-Shaft centre, inches.	Floor Space, inches.	Weight, lbs.	Price.
0	3/4	550	3 1/2	12x7	85	\$200	5	5	325	7 1/2	41x16	800	\$550
1	1	400	4 3/4	16x10	170	250	6	6	325	6	42x14	900	600
2	2	400	5 3/4	15x12	270	325	8	8	300	7 1/2	56x16	1,100	700
3	3	375	6	30x14	485	400	10	10	300	7 1/2	56x16	1,700	850
4	4	350	7 1/2	41x16	750	440							

Boats fitted with the Monitor Vapor Engine are not subject to Government inspection, nor do they require licensed engineers or pilots.

Motors receive an impulse at each revolution, and speed varies in the different sizes from 300 to 500 revolutions per minute, at full speed.



"MONITOR" STEAM LAUNCH.



"MONITOR."

NUMBER QQ.

CLASS A. Same construction, material and finish as "PAUL" launch, Grade A. Length 18 feet, beam 5 feet (or 4 feet 9 inches, if preferred), without machinery. Price, **\$320.00**

Same, complete with 2 horse power Monitor Vapor Motor and fittings complete, Price, **670.00**

NUMBER RR.

CLASS B. Same construction, material and finish as "PAUL" launch, Grade B. Length 18 feet, beam 5 feet (or 4 feet 9 inches, if preferred), without machinery. Price, **\$220.00**

Same, complete with 2 horse power Monitor Vapor Motor and fittings complete, Price, **570.00**

"BABY MONITOR."

15 feet x 4 feet 6 inches.

NUMBER SS.

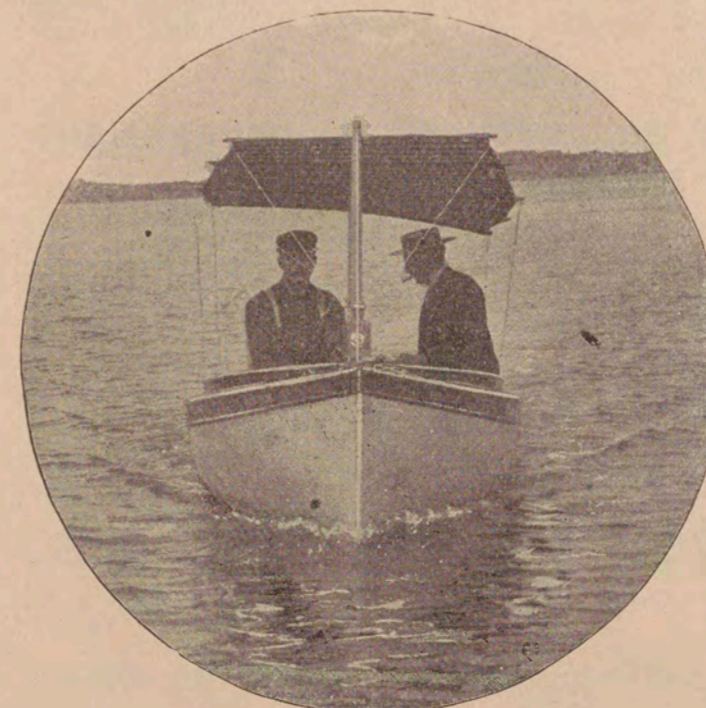
GRADE A. Same construction, material and finish as "PAUL" launch, Grade A; without machinery, Price **\$250.00**

NUMBER TT.

Same, complete with 1 horse power Monitor Vapor Motor, complete with tank carburetor, battery, propeller wheel, bearing, stuffing box, shaft, circulating pumps, etc., Price, **\$515.00**

GRADE B. Same construction, material, finish, etc., as "PAUL" launch, Grade B; without machinery, Price, **\$215.00**

Same, complete with 1 horse power Monitor Vapor Motor, as above, **475.00**



We are prepared to substitute other makes of machinery in above boats where desired.

We build all sizes and grades of Steam Launches and will be glad to submit estimates upon receipt of application.

...The Monitor Vapor Launch Engine.

THE MONITOR VAPOR LAUNCH ENGINE here shown uses gasoline for power and is designed especially for use in launches from 16 to 30 feet in length; and after two years of use under all conditions of service is confidently placed on the market as the best Motor devised for such use, for it is absolutely safe, there being no fire, no vapor of water, gasoline or naphtha under pressure, no storage of pressure, therefore, with no possibility of explosion under any circumstances. It occupies small space at the stern, is easy to manage, and not liable to derangement. Experience has demonstrated that the electric spark is the only reliable igniter for boat use. It cannot be extinguished by wind and is always ready by simply turning the switch, and no accident can possibly happen should naphtha by carelessness get free in the boat. The motor is always ready to run when connected to tank and battery, so no time is lost in getting under way.

With no fire to light or maintain, no external fire, no pressure to be raised from water, gasoline or naphtha, no naphtha or other inflammable oil in or near the motor, we think we are safe in saying we have the safest possible launch power that can be devised, as well as the simplest, best and most durable.

All parts are made interchangeable and can be replaced in case of damage at small expense.

A reference to the cut will convince any one that the Monitor Engine is very simple in construction, which should commend it to those having little knowledge of machinery; and to any it will be apparent that the avoidance of complication reduces the liability of derangement.

The one and two Horse Power Motors reverse easily by turning the wheel to right or left, the larger by a simple hand lever, operating clutch. Speed is regulated by the throttle, as in a steam engine, from very slow to full speed. Gasoline is used for power which is automatically converted into vapor or gas by the action of the engine. No attention need be paid to the carburetor or to the connections with the engine other than to replenish the supply of gasoline in the carburetor or tank.

There is no storage of vapor, the conversion of the gasoline into vapor being constant while the engine is running and stopping when the engine stops.

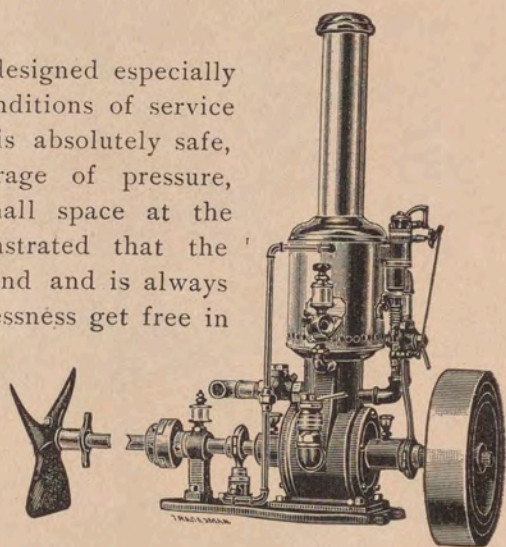
In starting the engine, turn on the electric switch connecting the battery with the engine, then with the starting handle inserted in the rim of the balance wheel, turn the engine over a few times, which automatically converts the gasoline into vapor and carries it to the engine, when it will start almost instantly, even after long disuse.

Any ordinary stove gasoline, which can be procured anywhere, can be used in the Monitor Vapor Engine. The cost of operation is less than one cent per hour per horse power, and in point of economy we believe we lead.

On account of the extreme simplicity of the engine any person of intelligence with no mechanical knowledge can learn to operate and care for it perfectly in a very short time.

The entire absence of heat and odor from our engines will be appreciated by those familiar with the shortcomings in this respect in other launch motors in use.

Sizes from one to ten horse power, and can be fitted easily to boats (where owners wish to change their power) by any good mechanic. To such we furnish motor, propeller, battery, carburetor and connections complete, and those wishing outfits for boats of their own construction we furnish, in addition to the above, shaft, stern bearing and stuffing box, at the prices named. In finish and workmanship the Monitor is strictly high grade, all bright parts, including jacket and stack, being nickeled, balance in black enamel.



BOATS FITTED WITH THE MONITOR VAPOR ENGINE ARE NOT SUBJECT TO GOVERNMENT INSPECTION; NOR DO THEY REQUIRE LICENSED ENGINEERS OR PILOTS.



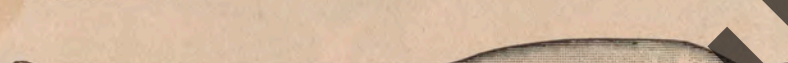



ST. LAWRENCE RIVER . . . SKIFF, CANOE AND STEAM LAUNCH COMPANY,

AGENTS FOR THE

Monitor Vapor Engines.

We are prepared to submit Estimates for any size or grade of small Launches, for power with either VAPOR, OIL, COAL or WOOD for fuel. Correspondence invited.

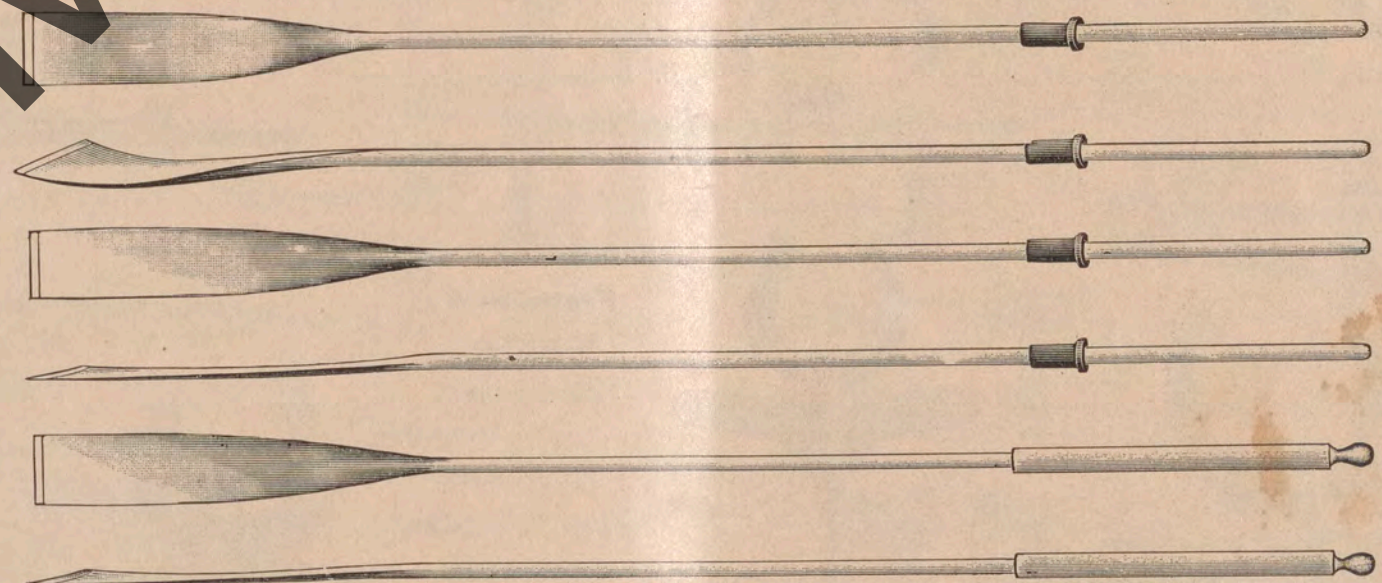
PADDLES.

	A	Copper Tipped, Oiled and Varnished.	
	B	Spruce, double flat blade, 7 feet long, jointed,	Price, \$3.00
	C	" " " 7 1-2 feet " " "	3.25
	D	" " " 8 feet " " "	3.50
	E	" " " 9 feet " " "	4.00
	F	" " " 9 1-2 feet " " "	4.50
Spoon blades, same length, 50c. extra.			
Soft maple double blades, made to order only, at the same prices, but are not coppered.			
			PRICE.
Maple or spruce, single blade, 5 ft. long,			\$2.00
Ash " " " 5 1/2 " "			2.00
" " " 5 " "			1.75
" " " 5 1/2 " "			1.75
Coppered to order for 25c. extra. Special prices for large quantities.			

RACING SPOON AND FLAT BLADE PADDLES.

9 1-2 foot flat blades, jointed stock, copper tipped, selected spruce,	Price, \$4-50
10 foot " " " " " "	4.75
10 1-2 foot " " " " " "	5.00

For spoon blades add 50c. per paddle (2 blades).



Spruce Spoon Oars, rib back of blade, latest style, copper tipped and leathured, suitable for Shell Sculling, etc. Hand made.	
7 feet to 8 1/2 feet,	Per pair, \$5.00
9 feet to 10 1/2 feet,	6.00
Spruce Straight Blade Oars, copper tipped and leathured, latest patterns.	
7 feet to 8 1/2 feet,	Per pair, \$2.50
9 feet to 10 feet,	3.00
Ash Oars, Straight Blade, copper tipped and leathured.	
7 feet to 8 1/2 feet,	Per pair, \$2.50
9 feet to 10 feet,	3.00
"St. Lawrence" Thole-pin Oars, Square Butt, Straight Blades.	
7 feet to 8 feet,	Per pair, \$2.50
9 feet to 10 feet,	3.00
Spoon Blade Sweeps, 9 1/2 feet to 13 feet,	Each, \$4.50 to \$7.00

SPECIAL RACING CANOE DROP RUDDER.

Nickel-plated or polished brass, made to fit any size canoe stern post (give exact depth of post in ordering). Large drop plate; tube made to be inlaid into stern post, into which rudder post plays. A very strong and effective rudder. Price, \$8.50

"HIKING" SEAT FOR RACING CANOE.

Length, 5 feet to 7 feet; poplar, maple, sycamore or mahogany; complete with all fastenings. Price, \$7.50
In ordering state width of canoes at gunwales, width at combing and thickness of same; also height of top of combing above decks where seat is to be placed.

HOLLOW CANOE SPARS.

PER RUNNING FOOT.		PER RUNNING FOOT.	
MASTS—2 inches to 3 1/4 inches diameter, 8 feet to 16 feet long,	35c.	MASTS—2 1/2 inches to 4 inches diameter, 20 feet to 25 feet long,	80c.
2 " 3 1/4 " " 16 " 20 " "	50c.	BOOMS AND GAFFS—1 1/2 to 2 inches diameter, 8 to 19 feet long,	35c.
Add \$2.00 per pair for mahogany or hackmatack jaws, affixed. Made in two pieces, cemented at seams; shell, when hollowed, is about 5-16 inch thick. Are very strong and durable.			

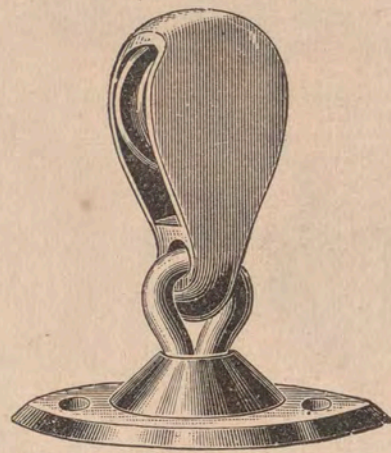
SOLID CANOE, AND CANOE YAWL AND SKIFF SPARS (SPRUCE).

PER RUNNING FOOT.		PER RUNNING FOOT.	
MASTS—2 inches to 2 3/4 inches diameter, 8 feet to 16 feet long,	12c.	MASTS—2 3/4 inches to 5 inches in diameter, 20 to 25 feet long,	20c.
2 " 2 3/4 " " 16 " 20 " "	14c.	GAFFS AND BOOMS—1 1/2 to 2 inches diameter, 8 to 19 feet long,	12c.
2 1/4 " 4 " " 16 " 20 " "	17c.	2 to 2 1/2 " " 12 " 20 " "	14c.

Mahogany or hackmatack jaws, affixed, per pair, \$2.00.

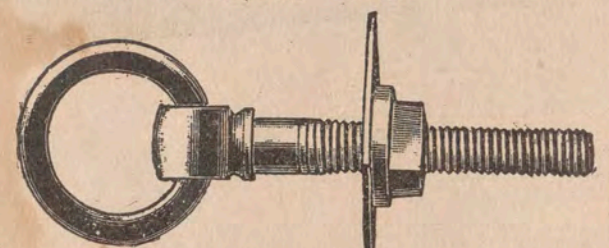
CANOE FITTINGS.

Swivel Pulley Block and Plate.



No. 63.
Aluminum, 85c.
Nickel-plated Brass, 80c.
Polished Brass, 72c.

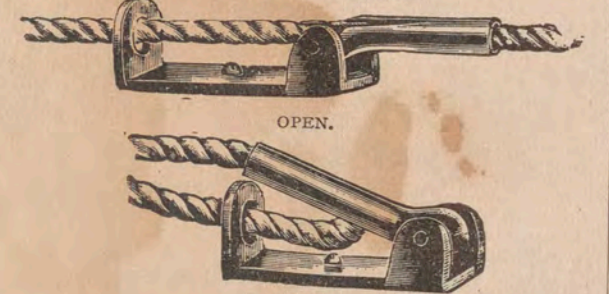
Painter Ring.



No. 106.
Nickel-plated Brass, 60c.
Polished Brass, 50c.

Alligator Jam Cleat.

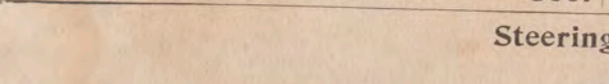
For Mizzen Sheet.



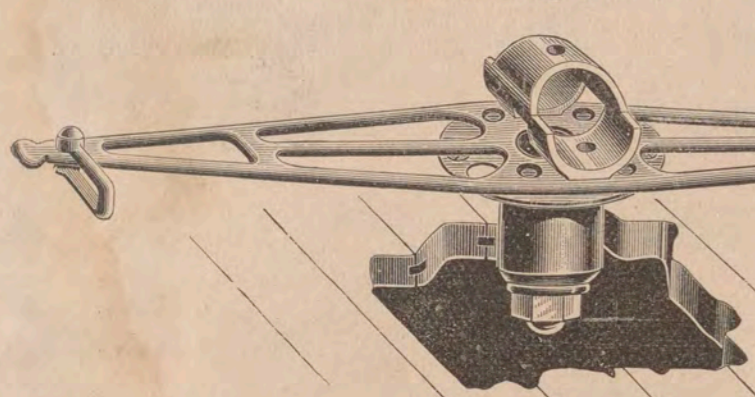
No. 110.
Aluminum, 60c.
Nickel-plated Brass, 55c.
Polished Brass, 50c.

Double Block.

Aluminum, 1/4 inch rope, 80c.
Nickel-plated Brass, " 75c.
Polished Brass, " 70c.
Aluminum, 3/8 inch rope, 90c.
Nickel-plated Brass, " 85c.
Polished Brass, " 80c.

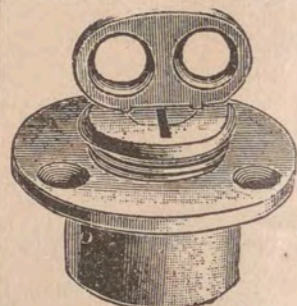


Steering Gear.



Nickel-plated Brass, \$6.50 **No. 31.** Polished Brass, \$5.75

Water Plug.



Nickel-plated Brass, 85c.
Polished Brass, 75c.

No. 109.

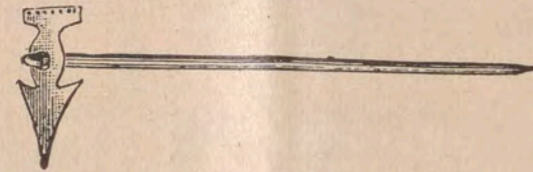
Belaying Pins.

4 to 8 inches.



No. 107.
Aluminum, 60c. to 90c.
Nickel-plated Brass, 50c. to 80c.
Polished Brass, 35c. to 55c.

Vane.



No. 105.

Price 35c.

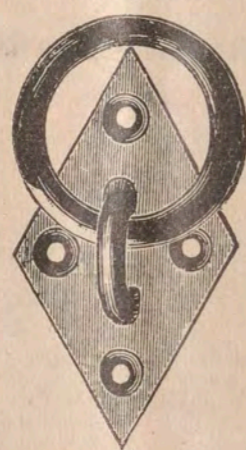
Jam Cleat.

From 2 to 6 inches.



No. 57.
Aluminum, 25c. to 60c.
Nickel-plated Brass, 15c. to 45c.
Polished Brass, 12c. to 40c.

Painter Ring and Plate.

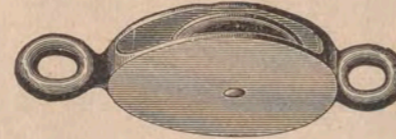


No. 102.

Aluminum, 55c.
Nickel-plated Brass, 45c.
Polished Brass, 40c.

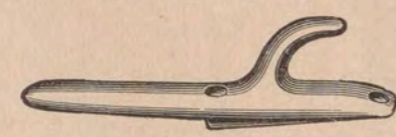
D. Becket Pulley Block.

1/4 inch rope



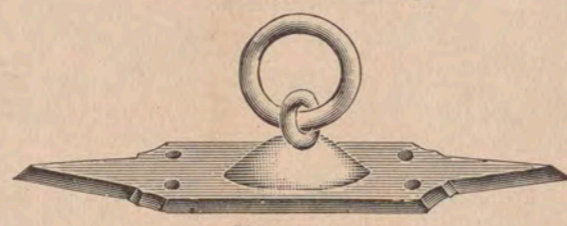
No. 47.
Aluminum, 40c.
Nickel-plated Brass, 35c.
Polished Brass, 30c.

Blanche Cleat.



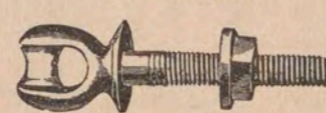
No. 58.
Aluminum, 25c. to 30c.
Nickel-plated Brass, 20c. to 25c.
Polished Brass, 15c. to 20c.

Swivel Sheet Ring.



No. 22.
Aluminum, 35c.
Nickel-plated Brass, 30c.
Polished Brass, 28c.

Fairleader.



No. 103.
Aluminum, 50c. to \$1.10
Nickel-plated Brass, 45c. to 1.05
Polished Brass, 40c. to 1.00

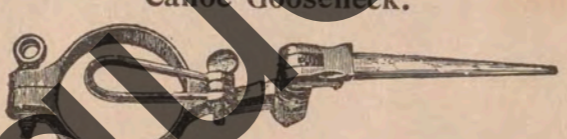
Canoe Turnbuckle.

2 inch body.



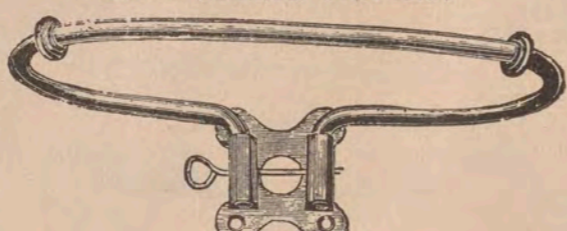
No. 32.
Aluminum, 80c.
Nickel-plated Brass, 70c.
Polished Brass, 65c.

Canoe Gooseneck.



No. 104.
Nickel-plated Brass, 2 inch, \$2.25
Polished " " " 2.00
Nickel-plated " 2 1/2 " 2.35
Polished " " " 2.10
Nickel-plated " 3 " 2.45
Polished " " " 2.20
Nickel-plated " 3 1/2 " 2.55
Polished " " " 2.30

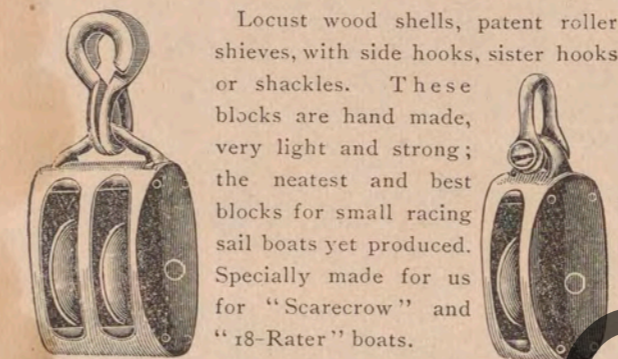
Canoe Mizzen Traveller.



No. 108.
Nickel-plated Brass, \$2.35
Polished, 2.25

New Style Racing Canoe Drop Rudder.—Nickel-plated Brass, \$8.50; Polished Brass, \$8.00; Aluminum, \$12.00
Boat and Canoe Fittings will be shipped C. O. D., unless cash accompanies order.

Patent Blocks for Small Sail Craft.



Locust wood shells, patent roller shieves, with side hooks, sister hooks or shackles. These blocks are hand made, very light and strong; the neatest and best blocks for small racing sail boats yet produced. Specially made for us for "Scarecrow" and "18-Rater" boats.

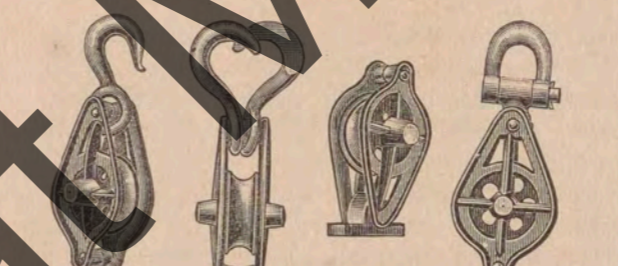
Diameter of Rope.	Length of Shell.	Single.	Double.
No. 1. 3/4 or 1/2 inch.	3 inch.	\$1.50	\$2.50

Same as above, except solid shieves (not roller bearings).

Diameter of Rope.	Length of Shell.	Single.	Double.
No. 1. 3/4 or 1/2 inch.	3 inch.	\$1.00	\$1.60

Brass Yacht Blocks.

These blocks differ from the ordinary yacht block in that the pins are fastened to the shell and revolve in the shell in bearings. The shells are hard bronze and the pins are Tobin bronze, preventing rust, and being durable, very neat and easy running. The edges of the shells are well rounded. Finished with side hooks which are galvanized rough iron.



Diameter of Rope.	Length of Shell.	Single.	Double.
No. 1. 1/4 inch.	3 inch.	\$0.85	\$1.25
No. 2. 3/8 "	3 1/2 "	1.00	1.60
No. 3. 1/2 "	4 "	1.25	1.90
No. 4. 5/8 "	4 1/2 "	1.60	2.90
No. 5. 3/4 "	5 1/2 "	1.90	3.50

Extras for above Blocks.

For Sister Hooks in all sizes, Single Blocks, EACH, NET. 10c.
For Front Sister Hooks, " " " 15c.
For Galvanized Eyebolts, with or without nuts, in all Single Blocks, 10c.
For Coleman Hooks in all sizes, Sing. or D'ble Bl'ks, 25c.
For Shackles in all sizes, Single or Double Blocks, 10c.
Crescent Bridle Attachments, made in Bronze.
For No. 2 and No. 3 Single Blocks, 50c.
For No. 4 Single Blocks, 75c.
For No. 5 Single Blocks, \$1.00

BLOCKS.

Single.	Each.
Aluminum, 1/2-inch,	35c.
Nickel-plated Brass, 1/2-inch,	30c.
Polished Brass, 1/2-inch,	25c.

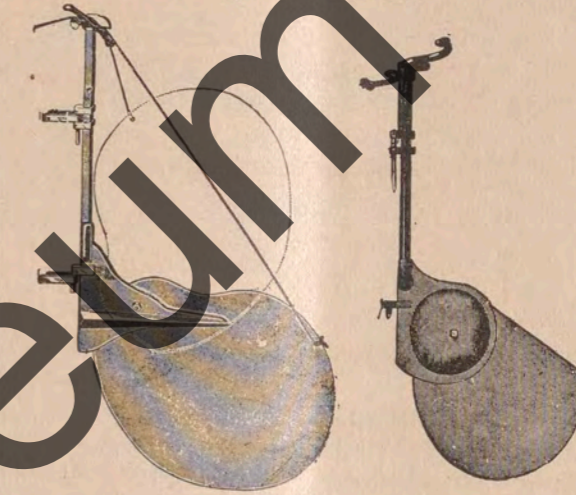
Double.	Each.
Aluminum, 3/4-inch,	60c.
Nickel-plated Brass, 3/4-inch,	50c.
Polished Brass, 3/4-inch,	45c.

Lignumvitae Boat Blocks

WITH GALVANIZED IRON STRAPS.

Size.	Single.	Double.	Triple.
2 1/2.	\$1.40	\$2.40	
3.	1.50	2.60	\$4.50
3 1/2.	1.60	2.75	4.80
4.	1.75	3.00	5.25
4 1/2.	1.85	3.25	5.55
5.	2.10	3.70	6.30
6.	2.75	4.85	8.25

Drop Rudders.

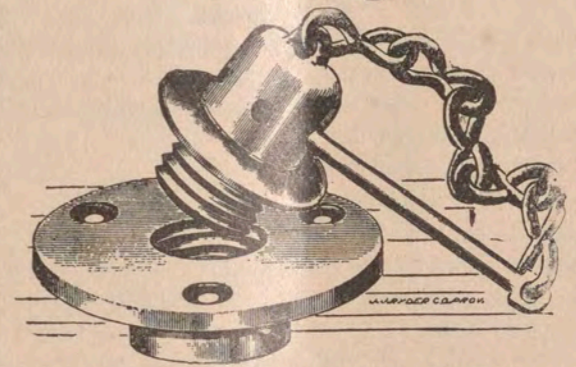


Very strong, neat and effective, Skiff size, complete, all brass, nickel-plated, \$9.00
Brass polished, 8.50
Complete brass body, with galvanized iron blade, brass polished, \$7.00
Canoe size, nickel-plated, 7.50
Brass polished, 7.00
Brass body, galvanized iron blade, brass polished, \$6.00

The Baker Drop Rudder.

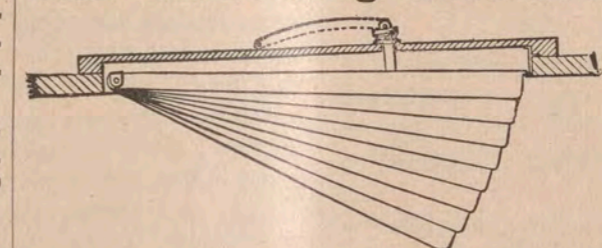
FOR SKIFFS AND CANOES.
Nickel-plated or polished brass. Price, \$6.50

Water Plug.



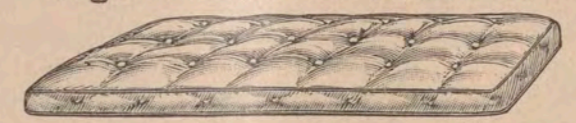
Nickel-plated Brass, Each, \$1.25
Polished, 1.00

Radix Patent Folding Centreboard.



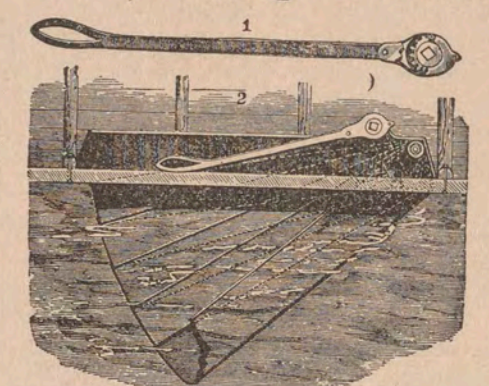
No. 11. Size, 30x15 inches; weight, 9 pounds; area, 1 1/2 square feet; width of slot required in keel, 15-16 in. Price, \$12.00
No. 12. Size, 36x18 inches; weight, 12 pounds; area, 2 1/2 square feet; width of slot required in keel, 15-16 in. Price, \$15.00
No. 13. Size, 37x24 inches; weight, 15 pounds; area, 4 square feet; width of slot required in keel, 1 1/2 inch. Price, \$20.00
In ordering, give distance from top of keelson to bottom of keel.

High Grade Cork Cushions.



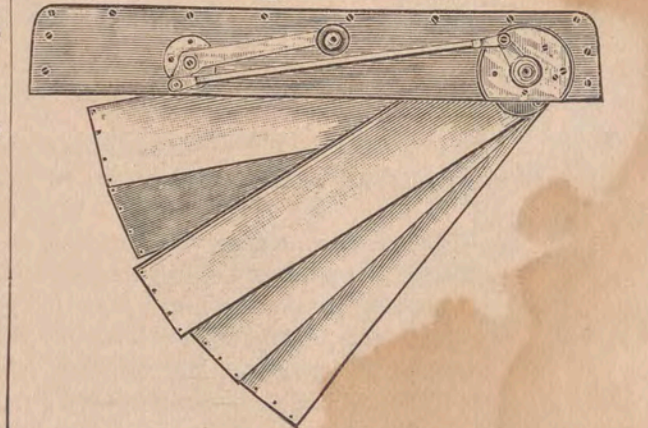
Corduroy Cushions, cork stuffed, Per sq. foot, \$3.00
Tannette Cushions, cork stuffed, 2.50
Canvas Cushions, cork stuffed, 2.00
Corduroy Cushions, cork stuffed, skiff or rowboat size, Each, 4.50
Tannette Cushions, cork stuffed, skiff or rowboat size, Each, 4.00
Canvas Cushions, cork stuffed, skiff or rowboat size, Each, 3.00
These cushions are thoroughly well made of the best material, and are splendid life preservers

Brough's Radiating Centreboard.



No. 1. Five blades, each, 23x4 inches; height of trunk, 3 1/2 inches; drop of extended board, 15 inches; area extended, 180 inches; total weight, 15 pounds; price for plain steel, \$6.50 Galvanized steel, \$7.50
No. 2. Five blades, each, 26x4 1/2 inches; height of trunk, 4 inches; drop of extended board, 18 inches; area extended, 240 inches; total weight, 17 1/2 pounds; plain steel, \$7.00 Galvanized steel, \$8.00
No. 3. Five blades, each, 29x5 inches; height of trunk, 4 1/2 inches; drop of extended board, 21 inches; area extended, 320 inches; total weight, 20 pounds; plain steel, \$7.75 Galvanized steel, \$8.75

Radiating Centreboard.



With Trimmings Highly Polished (Metal Trunk.)

Five Blades Each.	Height of Trunk.	Drop of Ext'd Board.	Area Ext'd.	Price Complete.
No. 1. 23x4 in.	4 in.	15	180	\$12.00
No. 2. 26x4 1/2 in.	4 1/2 in.	18	240	15.00
No. 3. 29x5 in.	5 in.	21	320	20.00

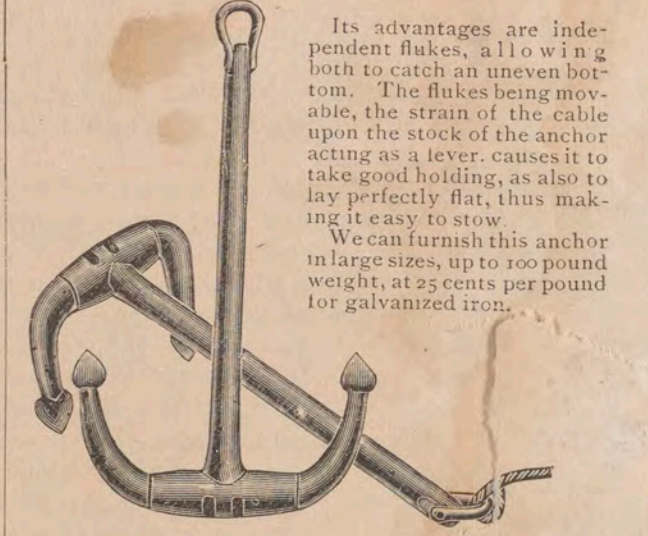
Galvanized Steel.

(Metal Trunk.)

Five Blades Each.	Height of Trunk.	Drop of Ext'd Board.	Area Ext'd.	Price Complete.
No. 1. 23x4 in.	4 in.	15	180	\$7.50
No. 2. 26x4 1/2 in.	4 1/2 in.	18	240	8.00
No. 3. 29x5 in.	5 in.	21	320	8.75

Baker's Anchor.

(Patent applied for.)



Its advantages are independent flukes, all owing both to catch an uneven bottom. The flukes being movable, the strain of the cable upon the stock of the anchor acting as a lever, causes it to take good holding, as also to lay perfectly flat, thus making it easy to stow. We can furnish this anchor in large sizes, up to 100 pound weight, at 25 cents per pound for galvanized iron.

Weight.	Nickel-plated.	Polished Brass.	Galv. iron.	Plain iron.
6 lbs. each,	\$5.00	\$4.50	\$1.50	\$1.25
10 lbs. each,	7.00	6.50	2.25	2.00
15 lbs. each,			5.50	3.00

WE SELL "NAVALITE" SPAR COMPOSITION IN HALF GALLON AND ONE GALLON CANS. PER GAL. \$4.00

TESTIMONIALS.

WATERVILLE, N. Y., January 22, 1889.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—It gives me much pleasure to report very favorably upon the merit of all the work you have turned out for me. Especially am I pleased with steam launch "F. C. Irwin," made to my order by your able manager. Having used the boat two seasons, 1887-'88, I think I can speak from experience. The boat has more than fulfilled the contract in many respects, especially in *seaworthiness* and *speed*, two requisites needed in navigating the St. Lawrence River, and which I have appreciated when caught in some pretty severe gales. The dimensions of my launch are 26 ft. 2 in. length, 4 ft. 6 in. beam, 1-horse power kerosene engine. My fishing skiffs, 22 ft. and 17 ft. respectively, and are simply perfect. I consider your model of skiff the safest ever used, and their beauty unexcelled.

Yours truly, WM. H. IRWIN,
(S. Camfield & Co.)

PHILADELPHIA, Pa., July 11, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Dear Sir—My canoe was received at South Norwalk in good order, and will say she is a perfect beauty in the finish and workmanship, and everybody that has seen her says the same thing. She has proven that she is quite fast for her class of canoe. So far she has won first and second prizes. My sails are 112 square feet and the winner carried 140 square feet—quite a difference. I am well pleased with the record she has made for herself. The Red Dragon Club, of Philadelphia, are cruising men—not racing men, as most of them are that were at the meet—and I think that we have proven that we can have a cruiser and a racer combined to a certain extent.

You have built me a good boat, as you said you would. If you want to refer anybody to me do so, and I will be pleased to do what I can for you. (Signed), I am, yours truly, J. M. HAMILTON.

CENTRE HOUSE,

LAKE WINNIPESAUKEE, N. H., July 30, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—Enclosed please find check for amount of your account to date.

The boats are first rate, and suit us well. You will hear from us again when we are in want of more boats. Very truly yours,
(Signed), CENTRE HARBOR HOTEL CO.

410 MILWAUKEE ST., MILWAUKEE, Wis., July 3, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—I have just returned from the Western Canoe Association meet at Ballast Island, and take pleasure in informing you that the "Milwaukee" is the fastest sailing canoe, and has by far the best workmanship, finish and rig of any yet seen in the Western Canoe Association. All who have seen her pronounce her as near perfection as she can be. As you may have heard, I won in her the W. C. A. Trophy, and the W. C. A. Record Prize for 1893, also the Gardner Cup, but as the W. C. A. rules do not allow of one canoe taking both prizes, the latter was awarded to the second in the race, viz., Mr. Emil Hansen, who also sailed the fin-keel "Avis" you built for him, he also winning the Gardner Cup in the same canoe last year. Allow me to congratulate you on having turned out two such canoes. I predict a long list of prizes for your new fin-keel. Very truly yours,
F. B. HUNTINGTON,
Vice-Commodore W. C. A., Milwaukee, Wis.

NEW YORK, Aug. 31, 1892.

My dear Mr. Fraser—I have yours of the 24th. Was off on a cruise on "La Gloria" when it came; hence delay in answering. As a cruiser she is a success, and as a beauty she is more admired than any reigning belle. She is very fast. Everybody is struck on her. As a sea boat she is a wonder. My cruise was to Sandy Hook and up the Shrewsbury River to Pleasure Bay. "Tramp" Stevens accompanied me. We encountered a very heavy sea as we crossed the open water to Sandy Hook. One sea in particular, from eight to nine feet high, broke directly under her, but "La Gloria" floated on its crest and bowled off it, as off a toboggan slide. That she will be imitated I am certain. Sincerely yours,
M. T. BENNETT.

CHICAGO, Oct. 24, 1894.

A. G. SPALDING & BROS., Agents for St. Lawrence River Skiff, Canoe and Steam Launch Co.:

Gentlemen—I take pleasure in telling you that the 18-foot fin-keel "Scarecrow" that you built for me in the Spring has been very successful during the past season. Its beauty of model and finish have been greatly admired, and in speed, safety, and seaworthiness has proved superior to any other style of boat sailing in the same waters. The ease with which it can be handled by two or three is its principal advantage where large crews are impossible to be had. You are to be congratulated on getting out a type of boat that has so many good qualities.

Yours very truly, E. F. GILLETT,
Hartford Building, Chicago, Ill.

CHICAGO, Ill., Oct. 22nd, 1894.

A. G. SPALDING & BROS., Agents for St. Lawrence River Skiff, Canoe and Steam Launch Co.:

Gentlemen—The yacht ("La Gloria" model) I bought of you last Spring has proved a regular flyer, with all her other good qualities. Her lines are perfect and caught the eye of everyone that saw her. She is speedy in a light breeze or heavy wind, altogether she is a perfect model of her class.

In four regular regattas of the Lake Beulah Yacht Club, this Summer, she won first place in her class, winning by from 2 min. 16 sec. to 4 min. 52 sec. in a five-mile course. In fact, there was but one yacht in the club that could beat her, and that was one of your 18 Rater fin-keel yachts, carrying 550 square feet of canvas, and away out of her class.

Yours respectfully, E. C. CHAMBERLIN,
Sec'y and Treas. Lake Beulah Yacht Club, Lake Beulah, Wis.

READING, BERKS, England, July 10, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—The Canadian canoe arrived safely two weeks ago. I have delayed writing to acknowledge its delivery, as I wished to try her first. Having thoroughly done this I can safely and truthfully pronounce her to be the best built and handsomest paddling canoe upon our River Thames, which is no small thing to say. Last week I spent two days at our great water carnival, Henley Regatta, in her, and her handsome and graceful appearance was much commented upon by my friends. I also overheard frequently the admiring remarks concerning her from strangers. I quite expected to receive a fine canoe, but must say this one far exceeds my expectations, and the price of such an article is extremely moderate. Should you have any "British correspondence" or inquiries, I shall be happy to be used as a reference, and will gladly allow anyone to inspect my canoe. Allow me to congratulate you on the packing and crating. When removed there was not a scratch nor defect upon the canoe. Kindly send me your latest catalogue. Yours resp'y,
A. M. FRASER.

CHICAGO, Ill., Oct. 1st, 1894.

Messrs. A. G. SPALDING & BROS., Agents for St. Lawrence River Skiff, Canoe and Steam Launch Co.:

Gentlemen—Yours at hand. The 15 ft. La Gloria model is the handsomest and fastest craft on Lake Winnebago, and is the admiration of all boating men. She cannot be touched in her class, and I have money that will back my opinion. I have won every competition this season, and I highly recommend the La Gloria model as a fast, staunch and serviceable craft for pleasure and racing.

Yours, JOHN W. ROBERTS,
"The Walton," Chicago.

SCHENECTADY, N. Y., Aug. 13, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Dear Sirs—I would like to say that the canoe that you built for me has proved herself highly satisfactory in every way, both on the Mohawk River and Lake George. In the former, running rapids, portaging from river to canal and *vice versa*, and in the latter her seaworthy qualities have been very favorably commented on, while last but not least her graceful appearance has called forth many expressions of admiration.

If at any time you would like to refer to me regarding the above do not hesitate to do so.

Yours truly, ARTHUR CHURCHILL.

ROCHESTER, N. Y., Aug. 20, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—Enclosed you will find draft for \$351.00 for enclosed bill less \$2.50 which you have to my credit.

The "Scarecrow" boat is a beauty and sails to beat anything I ever handled. I find her to be practically uncapizable and so quick in stays she can almost be turned on her own centre.

I think that two hundred pounds more of lead would improve her. I am going to experiment with her until she is perfect, although she is mighty near to it now.

Yours very truly, HARRY S. WOODWORTH.

Box No. 768.

DETROIT, May 23, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—The boats arrived Monday morning and they are great, the finest lot of boats I have ever seen. Have been so busy that I did not write as I intended but sent a paper with a description. They came through without a scratch, and you deserve considerable credit for the manner in which you packed them. We put them on a ferry boat and sent them up to the house and they are now in commission. The workmanship of every detail is perfection and everything that could be put in to give finish is there. We expect to open the house about June 20th, and you must be with us.

Yours truly, WM. C. JUPP,
President Detroit Boat Club.

HOTEL NORMANDIE, NORMANDIE BY THE SEA, NEAR SEABRIGHT, N. J. AND EARLE'S HOTEL, COR. CANAL AND CENTRE STS.,

NEW YORK, August 30, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—The twelve boats you sent to my summer hotel, the "Normandie by the Sea," near Seabright, N. J., are giving great satisfaction, and are considered one of the great features of my summer house.

The material used in the construction, and the finish of the work, gives them a lightness which makes them easy to row, even by delicate ladies and small boys, with perfect safety.

After an entire summer's use, they are perfectly sound and in almost as good a condition as when they came out of the shop, and I shall take great pleasure in giving you another order next summer, as I find there is such a demand for them, that the other boats I have on hand are not wanted. Wishing you success, I remain,

Yours truly, FERDINAND P. EARLE,
Owner and Proprietor.

CHICAGO, ILL., Oct. 26, 1894.

A. G. SPALDING & BROS., Agents for St. Lawrence River Skiff, Canoe and Steam Launch Co.:

Gentlemen—I have been using one of your 18-foot St. Lawrence Skiffs for the past two summers, and am very glad to state I consider it a splendid all around boat. It is graceful, and without doubt, the easiest rowing boat of the size I have ever used, and is easily kept neat and clean. When sailed it has very good speed, and it is a splendid sea boat.

Yours very truly, WM. S. JENKS.

Member of Lake Beulah Yacht Club.

Care of the N. K. Fairbank Co., 60 Wabash ave., Chicago, Ill.

(From M. G. Lewis, of Prentiss Vise Co.)

44 BARCLAY ST., NEW YORK CITY,
September 24, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gentlemen—The steam launch built by your company for me is thoroughly satisfactory. Have used it one season. It is safe and rides the water perfectly. In model and finish she is called the handsomest boat of her size on the river. I am also greatly pleased with the machinery placed in this boat, on account of its lightness, freedom from loud noise and ease of management.

Very respectfully, M. G. LEWIS.

(From J. N. Stowe, Esq., Captain of Island City Boating and Athletic Association, Galveston, Texas.)

JUNE 1st, 1890.

THE ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.:

Gents—We have put the "Gussie" in the water, rowed and sailed her, and I have no hesitation in saying she is the best and handsomest skiff I ever saw. There is not a boat in our club can sail with her. Then I have no fear of taking ladies out in a sea with her, for she is stiff and safe. No doubt she will be the means of your sending many more of your beautiful skiffs to our waters, for all who see her express great admiration. Our club are more than satisfied with the boats you have sent us. We deem it a pleasure to deal with such a firm who lives up to its contract so faithfully.

Yours very truly, J. N. STOWE.

CRESCENT ATHLETIC CLUB.

BROOKLYN, N. Y., Aug. 23, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Dear Sirs—Our new war canoe, "Ye-na-diz-ze," which we have had in use for a month, has proven to be a very satisfactory boat to all the owners. She has attracted a great deal of attention at the Crescent Athletic Club, having made a decided hit. She has been tried in fine and heavy weather and works exceedingly well. Besides being a very fast paddling boat she is a good sailer.

I beg to add that the improved thwarts which you put in for us are particularly satisfactory. We can recommend them to you for war canoes which you may build in future. Yours truly,

F. G. PAULI.

SEVERANCE, ESSEX CO., N. Y., Sept. 17, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Dear Sirs—Enclosed you will find a check for \$12.45, the amount due you. At the end of the second summer the boats are still in first-class condition and are giving great satisfaction.

Yours respectfully, MILTON D. BACHRACH.

OSWEGO, N. Y., May 28, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Dear Sirs—The yacht tender for "Papoose" arrived this morning and is certainly all that could be desired for a boat of that class.

I have had considerable experience in small yacht tenders, and have never had one which I considered equal to this. The boat is an excellent sea boat, she having been tried this afternoon; is a good carrier, very easy to row, and in construction she is a work of art, being a combination of lightness and strength which to me is marvelous. Equally surprising to me is that such a boat can be profitably sold at the price.

(Signed), Very truly yours, JOHN T. MOTT,
Owner of Cutter "Papoose."

ALBANY, N. Y., Oct. 17, 1894.

J. G. FRASER, Esq., St. Lawrence River Skiff, Canoe and Steam Launch Co., Clayton, N. Y.:

Dear Sir—The Scarecrow boat "Alouette" you built for Mr. Hughson and myself last Spring is fully up to my expectations, and to say that I am pleased is expressing it very mildly. Have sailed her in all kinds of weather, and she behaves finely, especially in heavy weather, when she will crawl to windward in fine shape, this being her strongest point. Have had her heeled over so that a portion of her fin and entire rudder were out, but she righted herself very quickly soon as head sail was eased off. Do not think she can be capsized. Am also very much pleased with the construction, she seems to be always tight, no matter how much strain is put on her, having sailed her with from one to seven men. With best wishes for the future of this style of craft, I am,

Yours very truly, WM. A. WHEELER.

LACE PLACID CLUB, ADIRONDACKS, N. Y., Nov. 6th, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

When the Placid Club secured its ideal lakeside home of 40 acres in the most beautiful spot in the Adirondacks, the question of boats for the members was of the first importance. We studied it with the determination to have the best obtainable, and soon found that the first place was clearly between three or four of the leading boat makers. We visited factories and boat houses, and consulted those with the most valuable experience as to safety, beauty, durability, speed, ease and convenience of handling and rowing or sailing, with the result that we were clear that your reputation for the best plant and facilities, and the most satisfactory product was sustained by your patrons' experience. We therefore ordered all our boats from you, and at the close of the season are more than satisfied. The verdict was general among visitors from all sections that more beautiful, safe and satisfactory little craft were never put on our lakes. You seem to have discovered the secret of making a boat that is as fast and easy as the fastest cranky boats, and as staunch and safe as the heavier and slower craft. Scores of people who admired the beauty, speed, and lightness of the canoes, ladies' gigs and Adirondack boats, were afraid they were not staunch enough for their use, and expressed their great surprise after actual trial to find them even safer than the greatly inferior boats they had been using.

On the other hand, all admitted that nothing had been seen so safe for a family boat as the broad-beamed Evening Pastime, which ladies and children found so easy to row. A man weighing 180 pounds was working in the water to his waist. I told him to jump on the gunwale and I would carry him ashore. The proposition was thought a huge joke, but I insisted that I would risk capsizing. It was amusing to see the surprise at the slight effect on the boat when he threw his whole weight on the side with his wet legs dangling in the water and rode ashore.

A score of people have expressed their intention of having St. Lawrence boats for next season, since they have learned that you can supply every want in small craft so satisfactorily. The best evidence of our own satisfaction is that we shall send you early in the Spring orders for three or four more boats to be ready by July 1.

Yours very truly, MELVIL DEWEY.

MOHONK LAKE, ULSTER CO., N. Y., Nov. 1, 1894.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—The twenty-eight St. Lawrence Skiffs bought of you last spring have given great satisfaction. They present a fine appearance, have been serviceable, easy to manage, very comfortable, and a source of much pleasure to every one.

Very truly yours, ALBERT K. SMILEY.

OGDENSBURG, N. Y., Sept. 23, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gents—The 18 feet L. W. L. "Scarecrow" fin-keeled boat you built for me last spring was entirely satisfactory in every way and has proved a perfect success. She is all you claimed for her—non-capsizing, fast, a great sea boat and an excellent single hander cruiser. I am so delighted with her that I expect to have you build for me during the coming winter, a 40 footer of the same type.

(Signed) Very truly your, CHAS. P. LYON.

NORTHWESTERN AMATEUR ROWING ASSOCIATION, DETROIT, Oct. 17, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—The "Bat," the winner of so many prizes here and with Mr. Palmer before I bought her, was destroyed with all the Detroit Boat Club property early Sunday morning. You may give me figures on an exact duplicate as I believe she was the best all-round canoe that could be built, fast under either sail or paddle, and plenty of storage room for a cruise. A splendid staunch and good sea boat.

Yours respectfully, WM. C. JUPP.

DETROIT BOAT CLUB, DETROIT, Nov. 17, 1893.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—Yours at hand with prices of boats to replace those destroyed by fire Oct. 15th. We have had seven of your skiffs in use for three years and they were in as good condition as they were put in the house. We consider them the handsomest as well as the easiest handled and safest in a sea. These facts, with your treatment of us in the past, have decided us to give you an order for 1 ten-oared pleasure barge, 1 six-oared pleasure barge, 1 four-oared working barge, 3 pair-oared working boats, "Larchmont" dinghy and 15 skiffs, to be finished and delivered as per contract. We consider your prices very low for the grade of work you make.

Yours respectfully, WM. C. JUPP, President Detroit Boat Club.

"QUAKER CITY BARGE CLUB," SCHUYLKILL NAVY, FAIRMOUNT PARK, PHILA., July 12, 1888.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

Gentlemen—Received the canoe early this week. You are not receiving the ecstasies of a novice, but opinion of an all around boatman of 15 years' experience. Including freight, the canoe could not be built in these parts at near the price (\$75). You have certainly produced a combination of good points; it has a good bottom, providing stability and carrying capacity, and easy flare at the bow, which does not create any fuss, and plenty of sheer, producing a good rough water boat, and giving her a jaunty appearance.

The material used in construction, the finish of the work and the shape make it an ideal canoe, and without question, the handsomest hereabouts, in fact, it is almost too fine for the hard usage incidental to a long trip. For lightness it could not be excelled, especially the paddle, which is a paragon.

The canoe has excited much comment and admiration, several parties being desirous of purchasing similar ones. Should your Philadelphia correspondent desire to see it, the janitor in charge of the "Quaker City Barge Club" house in Fairmount Park will be pleased to show the canoe to any one sent by you.

Yours truly, HARRY FLEISCHMANN,

P. O. Box 114, Philadelphia, Pa. 8 SOUTH 12TH STREET, PHILADELPHIA, PA., May 20, 1890.

ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, N. Y.:

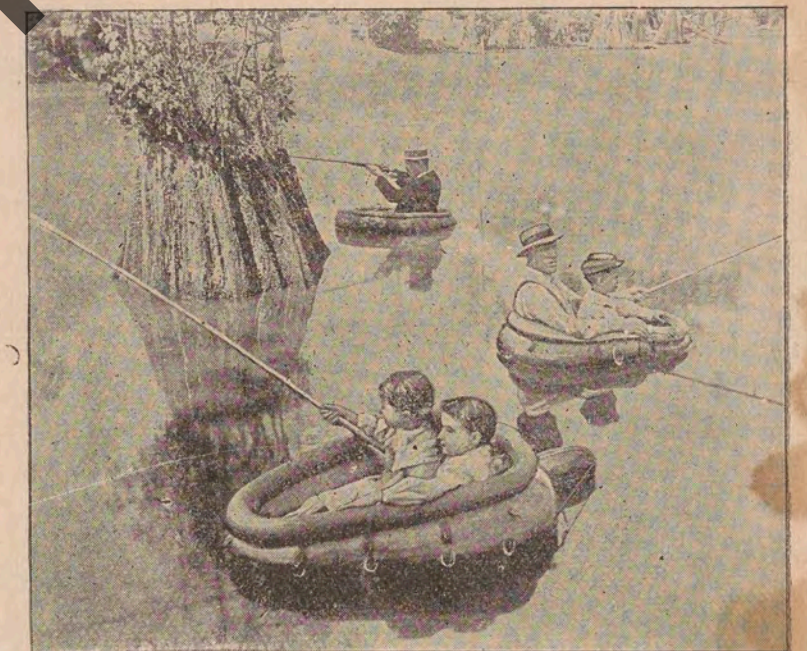
Gents—Last December I decided to have built a combined sailing and rowing skiff for the pleasure of my family and friends. I wrote for the circulars of all the builders whose names I could procure. I gave to several of them my ideas, but got from you the only entirely satisfactory response, and the more I corresponded with you the more I became impressed with your resources. One of my staff, on seeing the specifications of the skiff, was so confident she would be regarded, not only in model, but in workmanship, as unique, that he laid the matter of exhibition before Wanamaker's managing partner, and consent was obtained for you to exhibit the skiff just inside the main entrance of this the greatest bazar in the world. On Monday the "Genie" under full sail, was placed in her proud position, to be admired by the steady stream of people passing on each side of her. On closing the contract, you assured me that "the 'Genie' should be the finest skiff in the States." Hundreds are daily justifying you in making this statement. There is but one opinion—her model is a marvel of beauty, and her workmanship of the first order in every detail. Please convey to every man in your establishment who put his hand to the "Genie" my hearty thanks, and accept my congratulations on the position you occupy at the head of the skiff builders of the United States. I remain, gentlemen,

Yours faithfully, RICHARD M. JONES.

[Above is testimonial of special skiff "Genie."]

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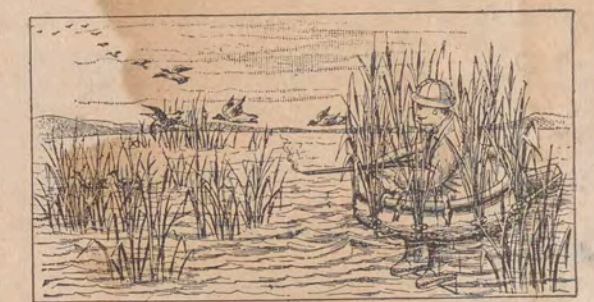
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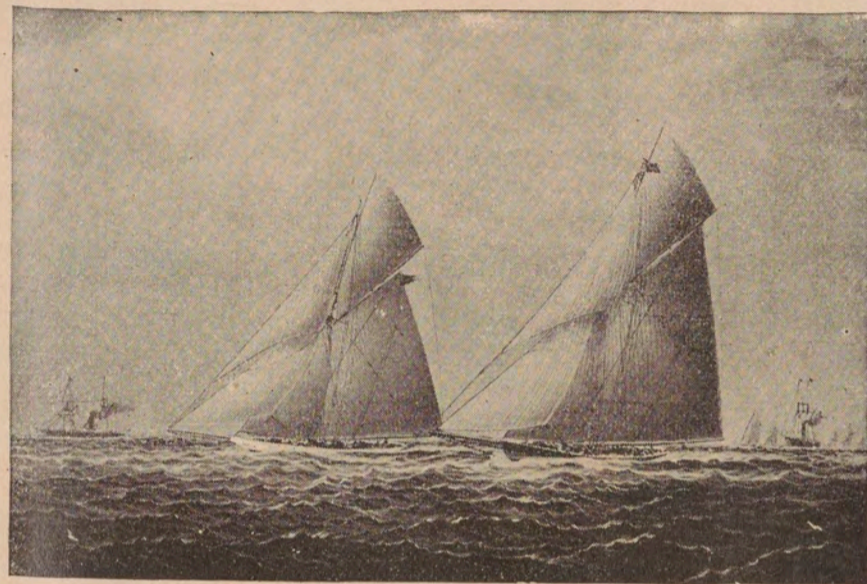
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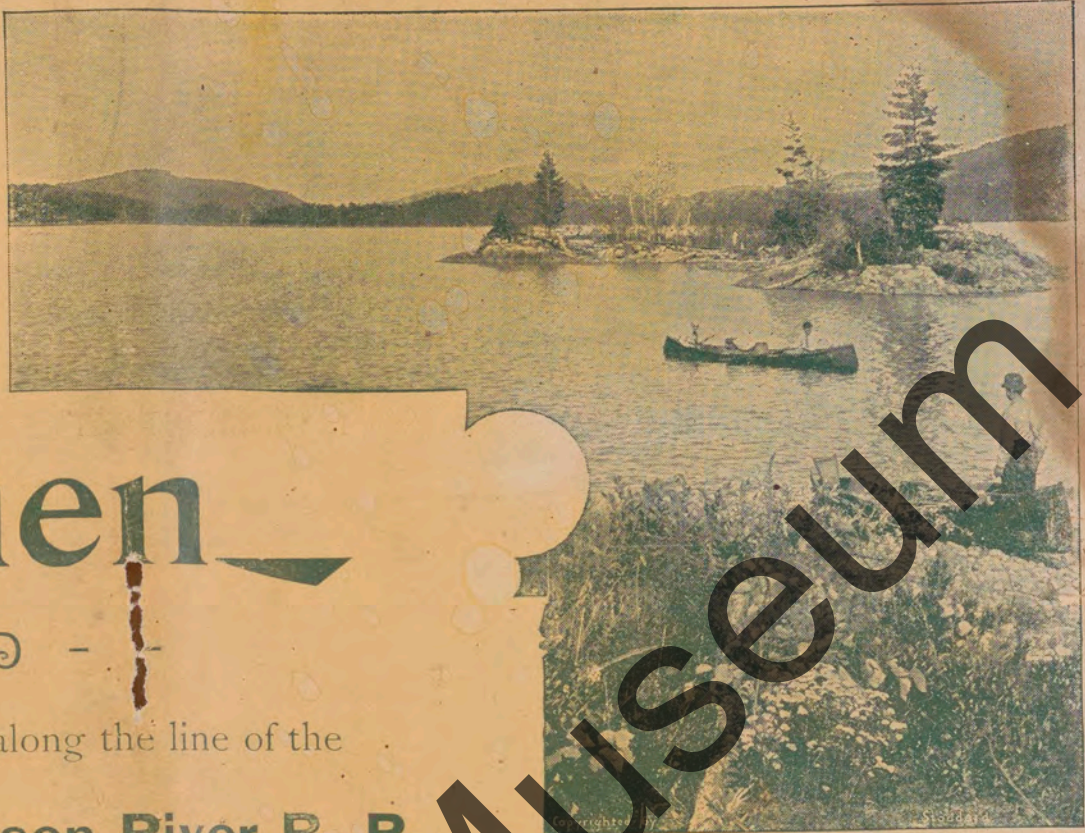
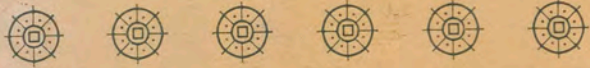
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