

St. Lawrence River  
and Steam Launch  
Skill, Canoe & Co.

SUCCESSORS TO

A. BAIN & CO.

CLAYTON, N.Y.

JOHN J. BOYLE,  
47 Dey St., New York,

IN CHARGE  
Mr. T. F. DAY

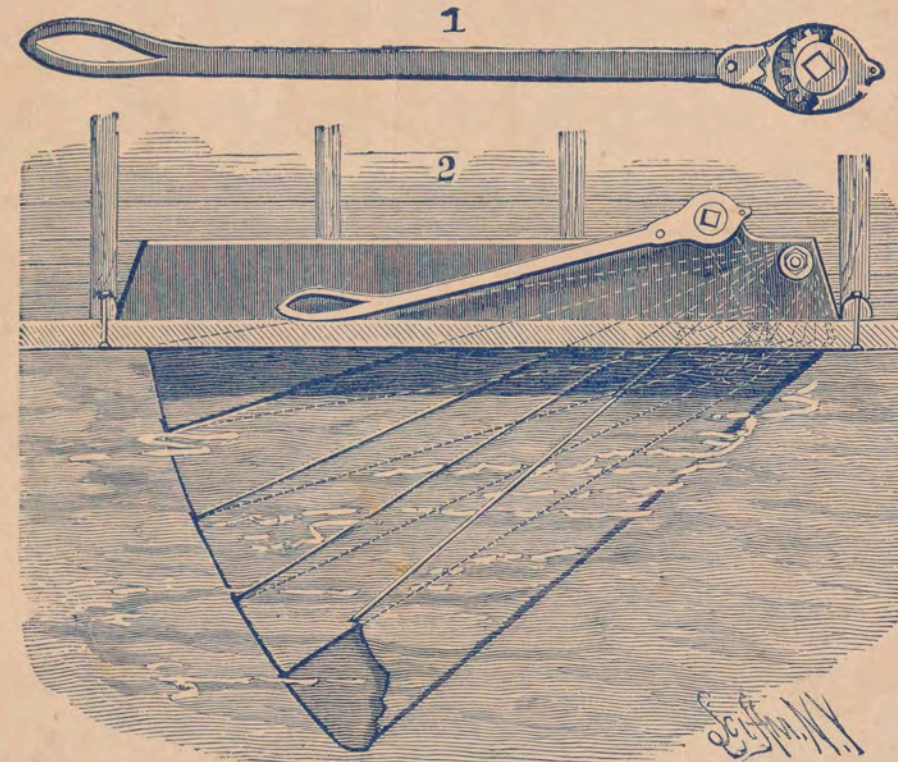


Illustrated  
Catalogue

Antique Boat Museum

# Brough's Radiating Centre Board

FOR SKIFFS, CANOES AND SAIL-BOATS.



**DIMENSIONS:** Trunk, 27 x 4 in.; blades, 26 x 4½ in.; Hollow lower blade, ¾ in. thick, sharpened to knife edge; drop below garboard streak, 18 in.; extended area, nearly 2 sq. ft.; total weight, 17½ pounds.

### THIS BOARD,

though a novelty to many, has nevertheless been extensively used for the past three years, during which time it has stood the severest tests and become very popular. It is compact and strong, yet simple in construction and very effective. In sailing it will be found *equal to a plate board*, perfectly rigid on either tack, with *no drag*; while at the same time it embodies all the best features of the older folding boards, avoiding their defects and possessing many merits distinctively its own.

The *construction* of the board and the *action* of the mechanism are such, that it is quickly, easily and conveniently operated from front, top or rear by means of the *double ratchet wrench*, which when not in use can be instantly thrown out or left in gear, or used as a half way stop.

The blades expand and close gradually, overlapping each other in regular proportion at all times, and thus when being folded eject all floating dirt from trunk and also from hollow blade, which is left partially open at the rear, and finally, when fully returned to closed position, lock themselves in *automatically*.

There is absolute immunity from leakage and very little chance of the board ever getting out of order or becoming damaged by contact with obstructions of any kind.

The blades can be taken out, cleaned and put back in five minutes by anyone without the aid of special tools.

### Price List of Brough's Radiating Centre Board.

No. Blades.	Size.	Trunk.	Area.	Drop.	Weight.	Plain Steel.	Galvanized.	Brass.
5	4 x 23	3½ x 24	192	15 in.	12½	\$6 50	\$7 50	
5	4½ x 26	4 x 27	270	18 "	15	7 00	8 00	
5	5 x 29	4½ x 30	340	21 "	17½	7 75	8 75	

Price of Regular Size Steel Board as above, \$7.00, or shipped to any address on receipt of price, or C. O. D to nearest express office. For more minute description, boards made of different materials or other sizes, write for Descriptive Circular.

Address all correspondence and orders,

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

Or, T. R. BROUGH, Sole Manufacturer, GANANOQUE, ONT., and CLAYTON, N. Y.

ca 1890-91  
see p 58

ILLUSTRATED CATALOGUE  
OF THE

IN CHARGE OF  
Mr. T. F. DAY.

# St. Lawrence River Skiff, Canoe and Steam Launch Co.

MANUFACTURERS OF THE FAMOUS

## \* ST. LAWRENCE RIVER SKIFFS. \*



Agent for New York City,  
JOHN J. BOCKÉE,  
47 Dey St., N. Y.

Agents for Boston, Mass.,  
O. SHELDON & CO.,  
394 Atlantic Ave.,  
Boston, Mass.

Agent for Philadelphia, Pa.,  
P. A. DEMPSEY,  
Public Boat House,  
Fairmont Park, Philadelphia.

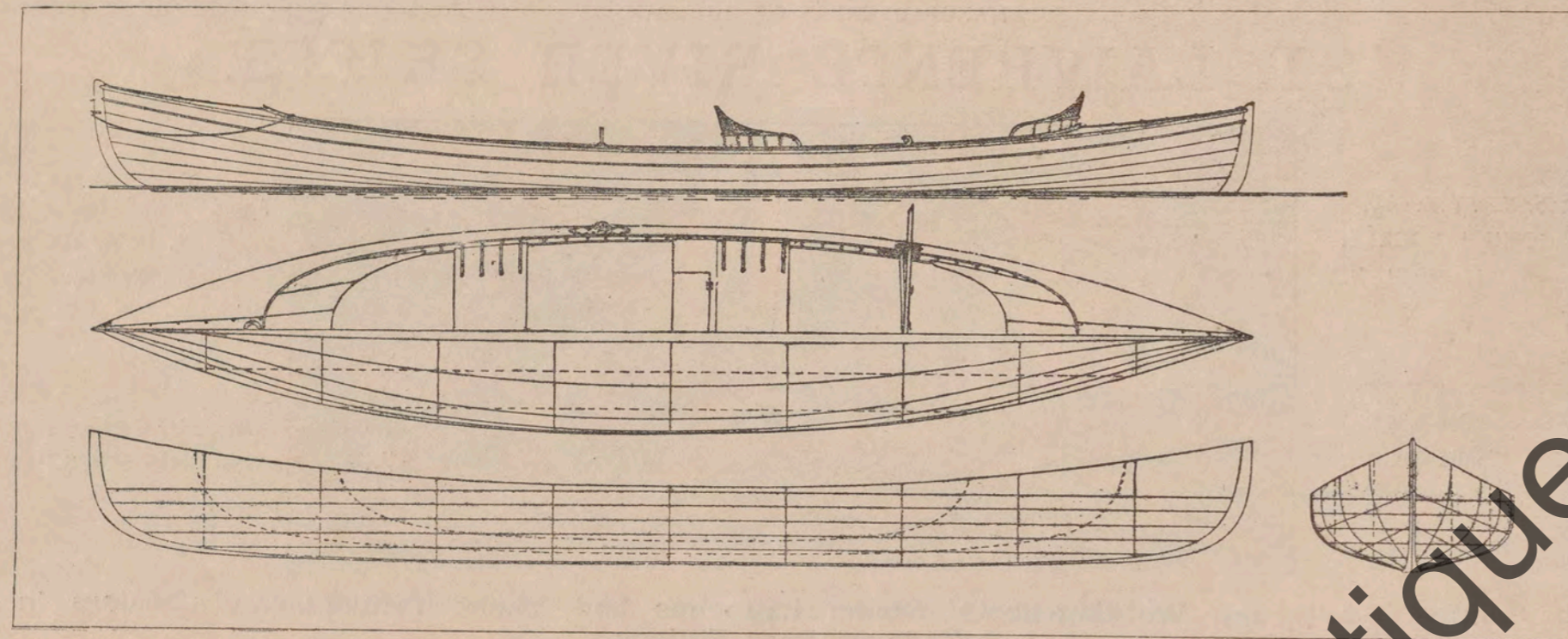
Agent for Rochester, N. Y.,  
W. D. CHAPMAN, SON & CO.

Also Canoes, Sculls and Working-Boats, Steam Launches and Yacht Tenders, and Dealers in all Kinds of Boat Fittings.

CLAYTON, JEFFERSON CO., N. Y. (Thousand Islands.)

PRINTED BY THE GILES LITHO. AND LIBERTY PRINTING CO., 82 COLLEGE PLACE, NEW YORK.

88.015



LINES OF THE ST. LAWRENCE RIVER SKIFF.

Length, 20 feet; Beam, 42 inches.

Prices: See pages 8 and 10.

To the Public.



IN issuing another edition of our Catalogue in an enlarged and improved form, we take pleasure in assuring our friends that we have amply demonstrated the wisdom of our determination to maintain that standard of excellence in the manufacture of boats which has won in the past such fame for the St. Lawrence River Skiffs.

**BEWARE OF IMITATIONS.**

In common with many producers of a first-class article we have suffered from the actions of unscrupulous boat-builders in other sections, who have been impelled by the increasing popularity of the St. Lawrence River Skiffs to advertise cheap and worthless imitations, thereby not only deceiving those who buy but effecting wide-spread injury in the minds of many who have examined and tested these worthless products, believing them to be genuine.

**A GREAT INDUSTRY.**

Notwithstanding this drawback we can now safely lay claim to having the largest and best arranged boat factory in the world engaged exclusively

in the construction of small pleasure boats. We have a practical admission from scores of boat-builders as to the superiority of our workmanship and designs in the many letters received from them asking duplicates of our plans, and offers to purchase partially completed boats.

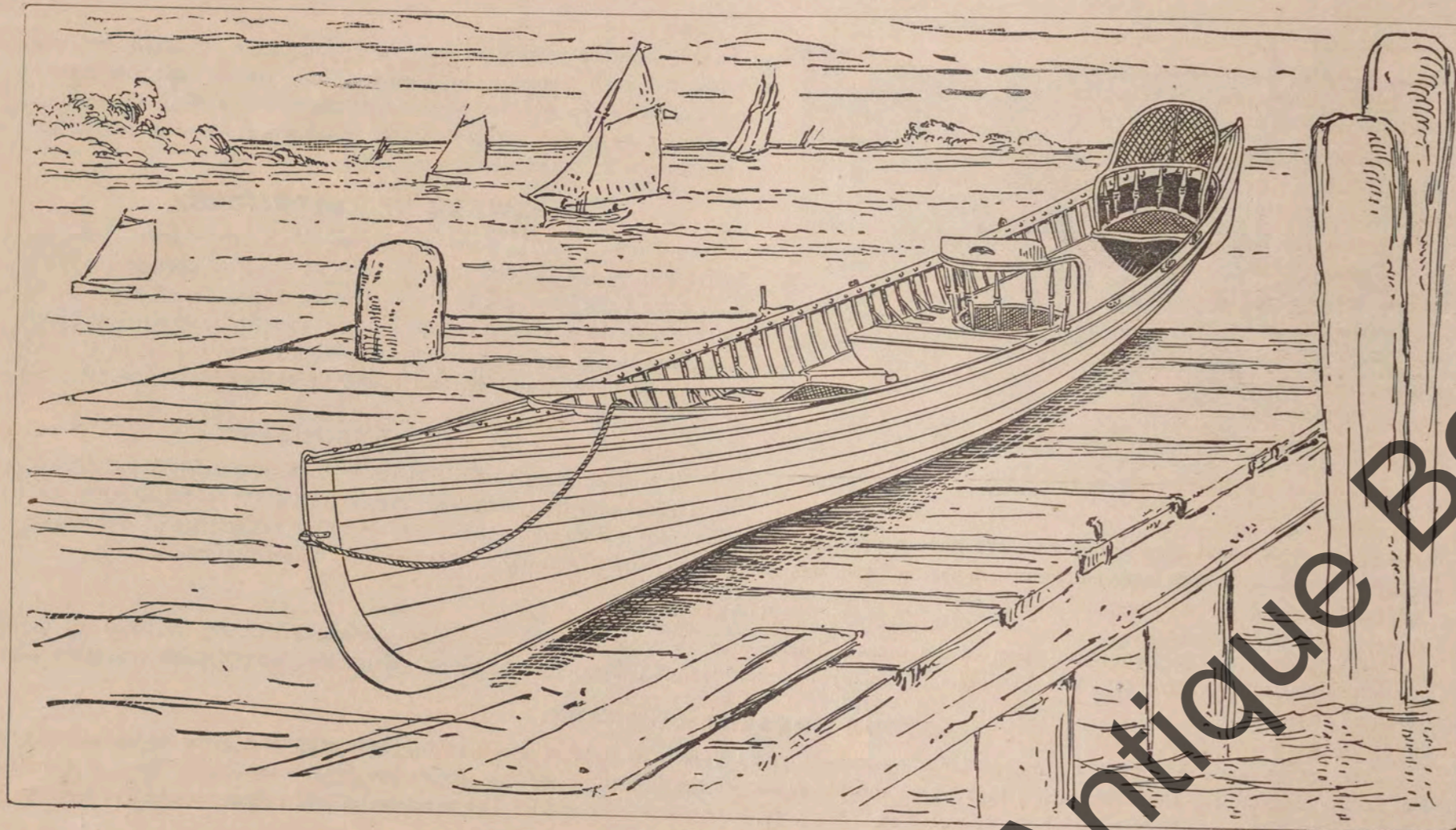
**QUALITY.**

Mr. X. Colon, who laid the foundation of the present business in 1870, is still with us. It is conceded that no practical mechanic has ever equaled Mr. Colon's form of boats in points of beauty of line, strength, durability, comfort, safety, buoyancy, speed and easy handling under either oar or sail.

**OUR PRESENT COMPANY.**

After the business had been conducted for a number of years by Dr. A. Bain, a practical business man and lover of aquatic sports, the increase in the demand for these boats led in 1887 to the formation of the present company, under the firm name of A. Bain & Co., backed by ample capital in the hands of wealthy citizens of New York City, which was followed by the erection of our present extensive factory. One year after the formation of the new company the following announcement was made :

Antique Boat Museum



STYLE A, No. 1.

"The well-known firm of A. Bain & Co., in commencing a new year's business, find it necessary to largely increase their facilities for producing a better and more varied class of work. In order to make the name more comprehensive they have adopted the name 'ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO.' The business will still be under the management of A. Bain, who will not only maintain the reputation of the old 'Bain boat,' but will, if possible, increase it."

The manufacture of steam launches, canoes and other special forms of boats was undertaken. A careful inspection of the following pages will convince the reader that we have succeeded in these features of our business quite as well as in the making of our skiffs. Our canoe models have been much admired by canoeists in Philadelphia, New York and Boston, and at the Lake George meet of the American Canoe Association last season, while our general display at the fair of the American Institute has greatly stimulated the demand in the metropolis.

#### A TEST OF SAFETY

Perhaps the most effective test of the stability of our skiffs in the water is shown in the illustration upon another page, taken from a photograph, in which a full-grown man weighing 145 pounds stands safely upon the thwart of the skiff amidships, the boat being 18 feet long by 42 inches wide. This test can be made by any person. We also wish to emphasize the fact that our boats have never been fairly beaten in either a sailing or rowing race.

#### ADVANTAGES OF LOCATION.

Our location upon the border of the great timber country of Canada (the national line being but four miles from Clayton), enables us to secure our material at the lowest rates. Being at the foot of lake navigation, we are also able to secure the pick of Western lumber en route to

the Eastern market. We have a standing order with the largest cedar manufacturing company in North America for all the clear cedar they cut.

#### EXPERT WORKMEN.

Our force includes the most experienced workmen to be found anywhere. Each man has a special class of work to do and is kept busy throughout the year, thus becoming very expert in his specialty.

#### SHIPPING ADVANTAGES.

Our shipping facilities are excellent, both by rail and water; boats, for instance, going to Western States and the Territories being sent in bond through Canada, thus avoiding the operations of the Inter-state Commerce law and gaining for the customer the low rates of freight which are the rule across the border.

#### DESIGNS TO ORDER.

Our draughtsman and engineer is the best man in the business, and we are prepared to supply drawings and estimates for all kinds of boats; also material and fittings of every description for those who wish to do their own work.

#### FITTINGS, ETC.

As indicated in this catalogue, we carry a large stock of skiff and canoe trimmings and fittings, such as hardware in brass, copper and iron. The brass is nickel plated or polished, the iron is japanned, tin plated or galvanized. Centreboards, sails, chairs, cushions, anchors, etc., we offer at the lowest possible prices consistent with a fair profit.

#### WOODS EMPLOYED.

In the construction of our various types of boats, we employ Michigan cork pine; Canadian, Virginian and Spanish cedars; mahogany, black walnut, butternut, cherry, oak, elm, ash, spruce, tamarack or hackmatack and basswood.

**DETAILS OF CONSTRUCTION.**

The Michigan pine and various cedars are used for siding, either smooth or clinker-built. The smooth boats are made of narrow strips seven-eighths of an inch in width and from one-fourth to three-fourths of an inch thick, according to size and strain upon the boat, one edge being concave and the other rounded to fit, thus forming a perfect joint, each piece being thoroughly nailed vertically or edgewise to the other. The boat is then put into a press and squeezed together with a device of our own invention as tight as the wood will stand, before the ribs are put in.

The Clinker boats are made of wider strips, cut upon a curve, to give the boat a proper shape without springing or bending the wood edgewise. The edges are beveled to form a tight joint, overlapping and well nailed throughout with copper nails.

Our Carvel boats are built of narrow strips, square edged and about two inches in width and of any desired thickness, fastened close together to bent frames, the seams afterwards being opened with a beveled wheel and a cotton cord run in with a grooved wheel. This cord shrinks and swells with the wood, thus effecting a very tight joint.

The mahogany, cherry, oak and ash are used for decks, seats and gunwales. The keel, ribs, stem and stern-post are made of oak, birch being occasionally used for stems and keels. Elm is sometimes employed for ribs and butternut for decks. Decks are usually from two to four feet long at each end of the boat. These decks stiffen the boat very much and keep out the water in a rough sea. The space under the decks may be occupied by air tanks or dry storage. The gunwales are from one-half to three inches wide, forming a water-tight running board. Inside of this is fitted a coaming projecting one-half inch at the bow and stern, and one-fourth inch at the centre, not only strengthening the boat but making her much safer and dryer, as she must lay over at a greater angle before taking in water.

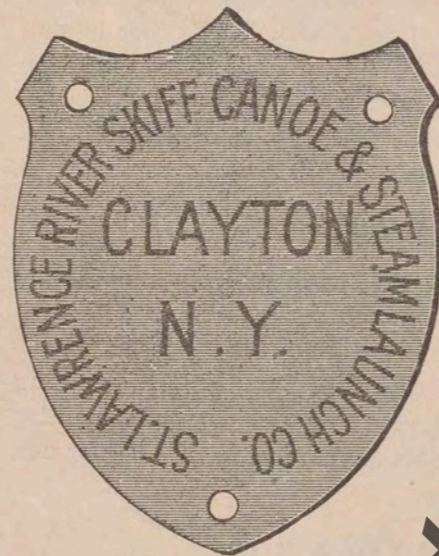
Basswood is used only for inside linings.

**IN STOCK.**

A large stock of boats and canoes is constantly kept on hand, but those contemplating a purchase are advised to send in their favors at least two or three weeks before they wish to use their purchase.

**OUR ESCUTCHEON.**

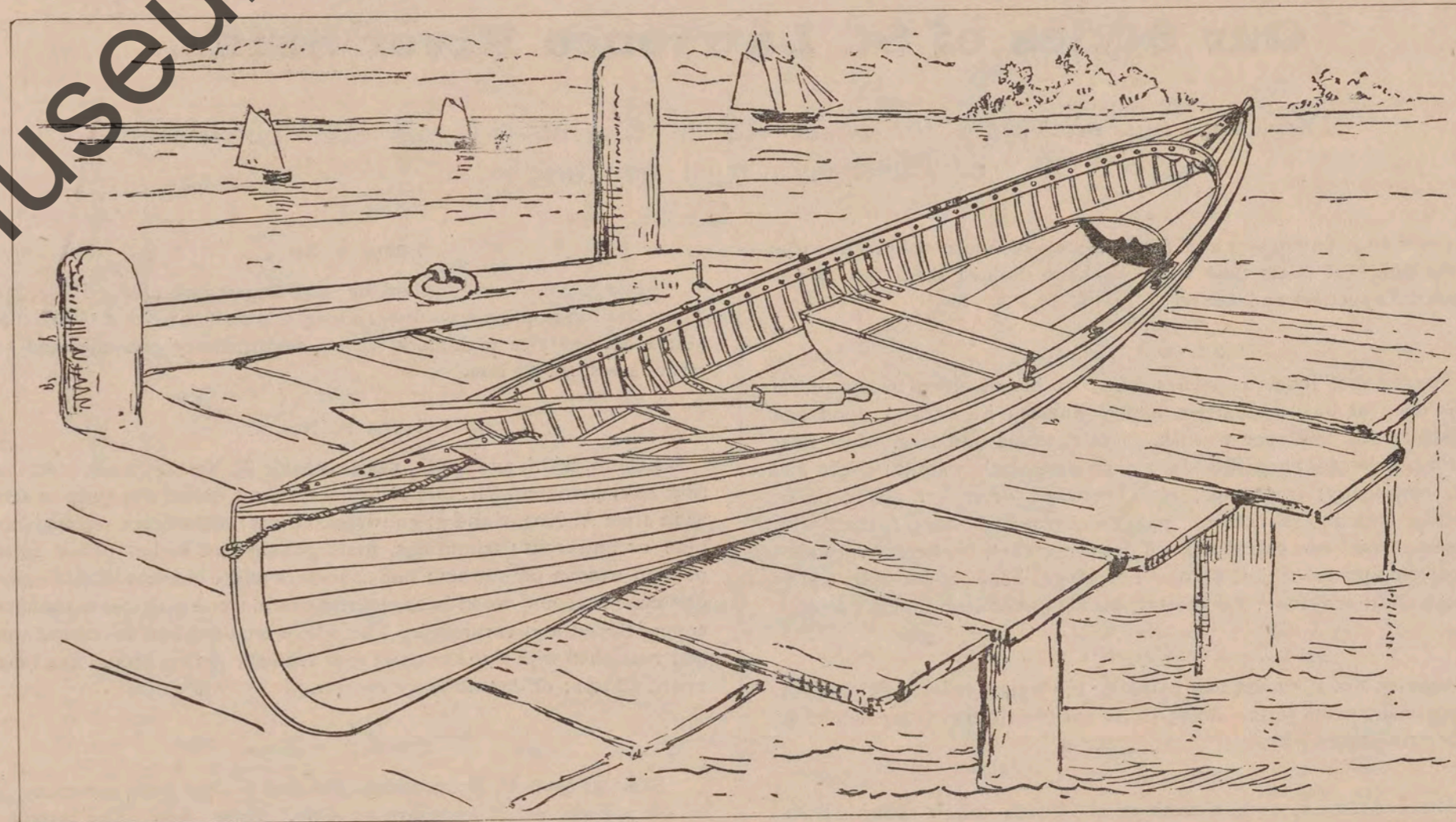
All boats manufactured by us have plates upon the bow-deck, of which this cut is a duplicate. No so-called St. Lawrence River Skiff is a genuine product of our concern which does not bear this shield.

**HOTEL BOAT LIVERIES.**

Proprietors of summer hotels have found that it adds very much to the popularity of their house to have a livery of Bain boats in connection, and that those who have been the first to put them in have drawn business from their competitors. A Bain boat will rent readily for double the price of any other make. (See letter from Ferdinand P. Earle among testimonials.)

We are prepared to fit out hotels and summer resorts with complete liveries of boats, and to make specially finished skiffs for boat clubs or yacht owners.

Experience and study have familiarized us with the most durable and best material for boat building. We do not use any basswood for siding, as we find it cannot be made to last more than four or five years.



STYLE C, No. 1.

## Our Styles of St. Lawrence River Skiffs.

The following prices are for boats, etc., at Clayton. In all cases purchasers or Consignees must pay freight.

In order that purchasers at a distance may the more readily describe the grade of boats they want, we have divided them into Styles designated by letters and figures.

### STYLE A, No. 1.

Twenty feet long, 42 inches wide, 15 inches deep in centre, 24 inches deep at bow and stern, highly finished in natural wood and varnished with best spar varnish. Keels, stems and ribs, white oak; planking, selected Spanish cedar; gunwales, black walnut; decks and seats, mahogany; trimmings, plain polished or nickel plated brass; two cane back and seat chairs; painted canvas in bottom, covered with Brussels carpet; one pair either ash or spruce oars, leathered, varnished and copper tipped. Price, \$150. For longer boats, same style, add \$7 for each additional foot; for shorter, deduct \$5 for each foot deducted.

### STYLE A, No. 2.

Same as No. 1, except that planking is Virginia cedar. Price, \$125. Longer boats, same style, add \$5.50 for each additional foot; deduct \$4 for each foot taken off.

### STYLE A, No. 3.

Same as No. 2, except planking is Canada yellow cedar. Price, \$120. For each additional foot, \$4, or deduct \$3 for each foot taken off.

### STYLE A, No. 4.

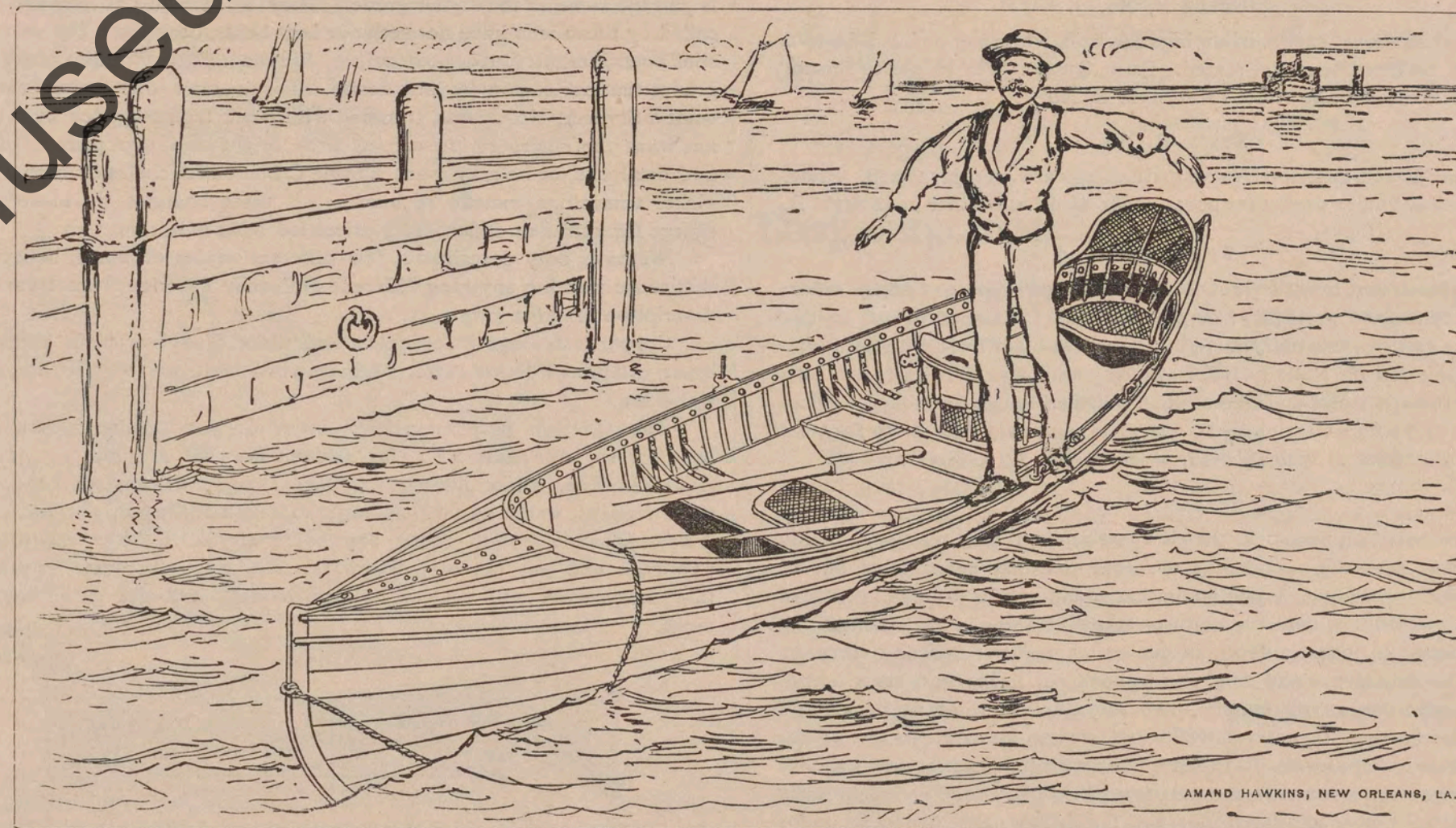
Same as No. 3, except planking is Michigan cork pine. Price, \$115. The variation in price according to length is same as No. 3. We make all the above styles with black walnut decks, cherry gunwales and butternut seats, for \$5 less.

### STYLE B, No. 1.

Length, width and depth, same as Style A, No. 1. Keel, stems and ribs, oak; planking, Virginia or Canada yellow cedar, not quite as select as in style A, Nos. 2 and 3; gunwales, cherry; decks, black walnut; seats, pine or butternut; trimmings, plain polished or nickel plated brass; painted canvas on bottom; one cane-back and cane-seat chair in stern; one cane-seat and wood-back chair in centre; one pair oars, leathered, copper tipped and varnished. The whole boat finished in natural wood and varnished with three coats of spar varnish. Price, \$100. For longer boats, add \$4; or deduct \$3 for shorter.

### STYLE B, No. 2.

Same as Style B, No. 1, except planking is clear pine; gunwales, oak or ash; deck, ash; seats, ash or pine. Price, \$85. For longer or shorter boats, make same allowance as in last style.



AMAND HAWKINS, NEW ORLEANS, LA.

TEST OF SAFETY. (See page 5.)

## STYLE B, No. 3.

Same as above, except trimmings are iron, white metal plated, instead of brass, polished or nickel-plated. Price, \$78.00. For longer or shorter boats, make same allowance as in Style B, No. 1.

## STYLE B, No. 4.

Same as last described, except trimmings are iron japanned. Price, \$72.00. For longer or shorter boats, make same allowance as in Style B, No. 1.

## STYLE B, No. 5.

Eighteen feet long, 40-inch beam. Michigan pine or Canada cedar; cherry decks and gunwales; copper fastened; finished in oil, shellac and spar varnish; one pair thole-pin or straight blade feathering oars; one pair No. 4 pin or No. 7 swivel rowlocks; bow and stern seats and two rowing thwarts; nickel plated or plain polished brass trimmings. Price, \$60.00. Add \$3.50 for every foot over 18 feet, or deduct \$2.50 for each foot under 18 feet. Galvanized iron trimmings, \$5.00 less.

## STYLE C, No. 1.

As represented on page 7, is the cheapest grade of boat we make. It is made from perfectly sound pine or cedar that has been culled out of higher stock for higher grade boats that would not do to finish in natural wood on account of defect in color or stains of some kind. Length, 18 feet; beam, 40 inches; depth in centre, 15 inches; bow and stern, 24 inches; keel, stems and ribs, oak; gunwales, decks and seats, either oak or ash; one streak outside, two streaks inside; seats, decks and gunwales finished in natural wood and shellac varnish, the rest of the boat well painted; inside up to seats lined with thin lumber well painted; trimmings, iron japanned; one pair oars. Price, \$40.00. For longer boats add \$3.00 for each additional foot, and for shorter ones, deduct \$2.00 for each foot. This grade of boat is intended for livery purposes. The model

is just the same as the higher grade. They will last just as long and are called by those who have not seen our best boats, beauties. For smooth shell boats, add \$10.00 to above prices. We can make any changes in these grades that our customers may desire. For instance, one customer may want a Style A, No. 1 boat, trimmed with black trimmings, or he might not want the chairs or the carpet, or he might want two pairs of oars and oar-locks, or he may want a Style C boat, with chairs or carpet, or nickel trimmings instead of black. All these changes we make and charge for extras or deduct from prices for what is left out.

We have only described a few different styles of boats, believing that those wanting anything different can easily describe them from the description of those given.

Copper fastenings \$1.00 extra, and nickel plated or plain polished brass trimmings, \$9.00 extra. Advise when boats are required for salt water use.

The question is often asked: How can you furnish such a fine boat for so little money? Our answer is: We are located on the Canadian line, where lumber and labor is very cheap, we have the advantage of water as well as railroad communication, get the very lowest possible freight rates, buy our material in large quantities, pay cash and get the best discounts. We have the same workmen that commenced with us, we use them well, and get good, honest work.



## SKIFF SAIL PLAN.

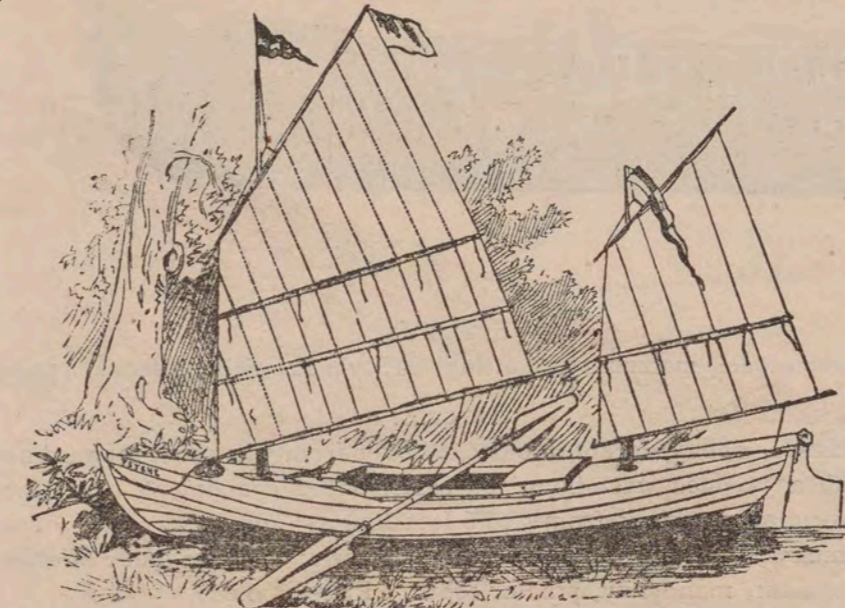
(See illustration accompanying article by F. H. Taylor.)

Most popular sailing rigs, used in these skiffs (say 20-ft. skiff).  
For nickel plated or brass trimmed boats, sprit sail with mast,  
boom, sprit and cordage, complete, 54 to 72 sq. ft., . \$8 50  
Mast iron, mast plate, and sheet rings, nickel plated or plain brass, 2 50  
(For folding centreboard, see price list.)

## FOR STYLE C, PLAIN TRIMMED SKIFF.

Sprit sail, 54 to 63 sq. ft., with mast, boom, sprit and cordage,  
complete, . \$8 00  
Mast iron, mast plate, and sheet rings, black japanned or galvanized iron, . 1 50  
(For folding centreboard, see price list.)  
Can supply any other style of rig, if desired.

## Our Canoe Department



IS under the supervision of a man of superior ability. We keep an assortment of both open and decked canoes for sailing and paddling. They are made of the same material as our skiffs; either lapstreak or smooth shell. (See description in our canoe price list.)

In presenting this section of our catalogue to canoeists and boatingmen, we wish to direct attention to the fine models, beautiful smooth surface and desirable finish obtained by our method of canoe construction. By our plan of building, the close, tight seam, narrow planking, strong, durable fastening, true and correct lines, enable us to combine in our work the most important qualities sought.

The smooth shell of these canoes gives the least possible resistance in sailing or paddling, admits of a beautiful finish, is easily cleaned, while for strength and carrying capacity, in proportion to weight, they are unsurpassed. Sailing canoes are fitted with copper air-tanks, varying in size to fit the different canoes. The smallest pair floats 65 pounds dead weight, and the larger sizes from 80 to 125 pounds, and will float from two to five persons of medium weight.

**DRY STOWAGE.**—The dry stowage compartment is formed by the hull and deck of the canoe, the forward air-tank and permanent bulkhead fitted with water-tight hatches, which give access to stowage compartment.

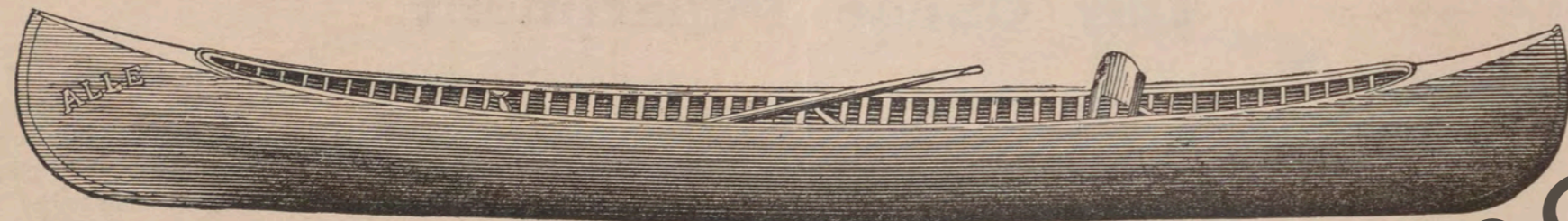
**COCKPITS.**—The cockpits vary in length from 5 to 7 feet, according to the length of canoes. In the sailing canoes they are fitted with hatch coverings made in four sections, and arranged to fasten to the coaming and lock-up. To take off the hatches, the first section of hatch is un-

locked (at aft end of coaming) and raised, when the remaining sections are each pushed aft and easily lifted off. To replace the hatches and lock, the operation is reversed.

COAMINGS.—The coamings are made of black walnut or mahogany ¼ inch thick in smaller canoes and ⅜ inch in larger ones. They are strengthened by nickel plated braces on each side.

In our canoe building we use the woods mentioned in connection

with our Pleasure boats, varying the kind to best serve the desired purpose. The materials used are of the best quality throughout. All trimmings and fittings are of the latest improved pattern, and best possible workmanship and finish. Much care and pains are taken to make them all that can be desired. We build from designs furnished us, or design and build to order anything wanted in the line of canoes.



CANADIAN PADDLING CANOE.

STYLE X, CANADIAN MODEL.

Length, 13 ft.; beam, 28 in.; depth at ends, 17 in.; depth amidship, 10 in.; keel, pine or tamarack; stems, bent oak or hackmatack crooks; ribs, red elm; sides, narrow strips of pine or cedar, ¼ of an inch thick and ¾ of an inch wide, made with a hollow and round edge and nailed edgewise through and through, thus forming a smooth surface outside and inside. The decks are 14 in. long, made of narrow strips of black walnut and mahogany, put together with same joint at sides, nicely mitered together in centre. Two single blade or one double blade paddle, one double plush cushion, forming both a back and a seat, one folding mahogany or black walnut seat. Price, \$60.00.

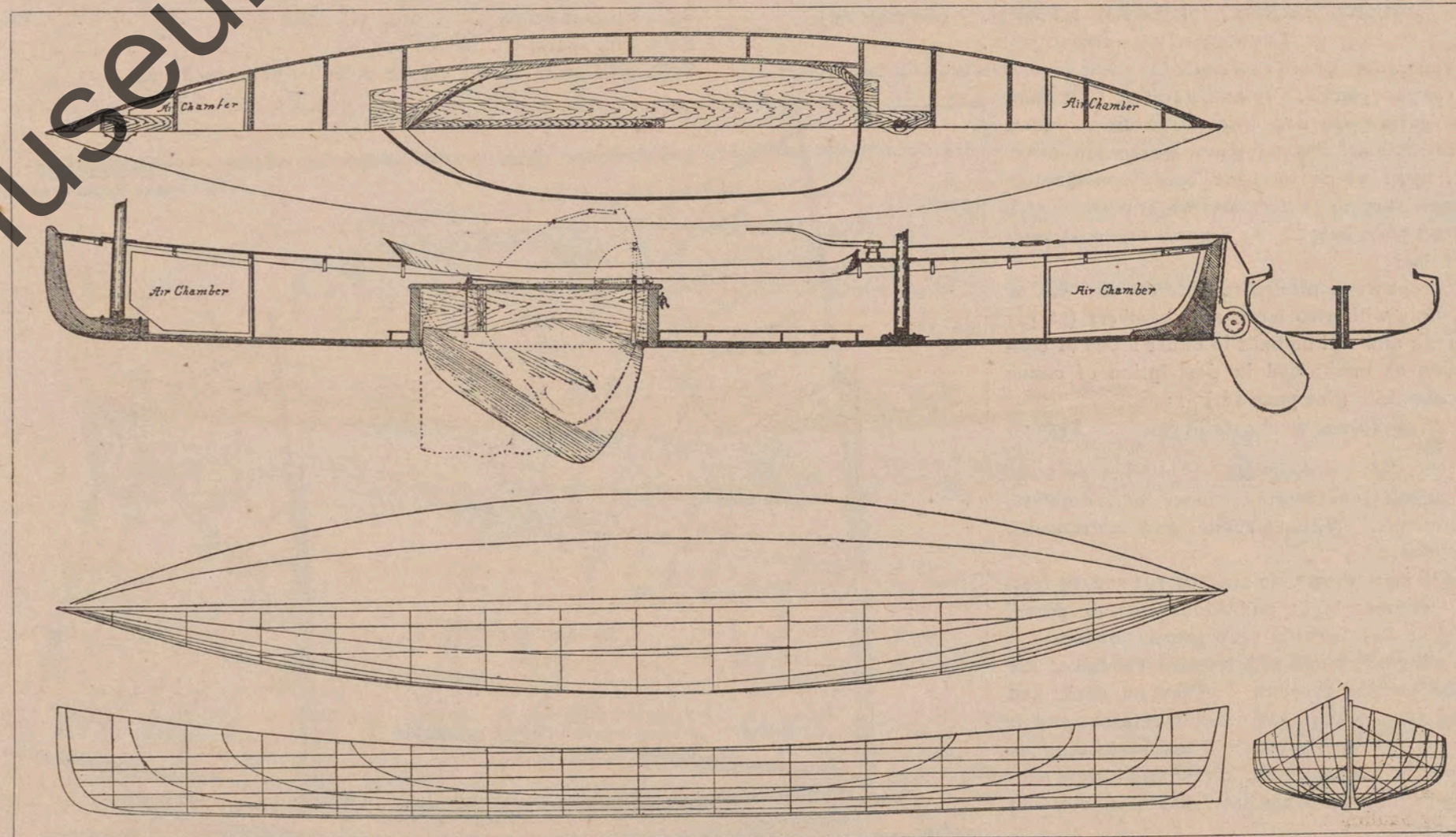
STYLE Y.

Same model, materials and fittings as Style X, without decks, \$55.00.

STYLE Z.

Same as above, except it is decked over from 3 to 4 feet forward and aft with a 3½-inch wash-board on sides, and a coaming ¾ of an inch high forming a cockpit from 5 to 6 feet long. The decks are ¼ of an inch thick and fastened down with brass screws; they are made of either black walnut, mahogany, pine or cedar. Price, \$70.00.

These Canoes can be furnished with rudders and foot steering gear when desired. Any style or size furnished as required. Same model can be built in cheaper material, and less handsome finish, at lower prices.



"ISLAND NYMPH."

RACING CANOE, "ISLAND NYMPH." (See page 13.)

LENGTH, 16 FT. BEAM, 30 IN.

This canoe is built especially for a fast sailer, but is also a fair cruiser, and easy to paddle. It has a full A C A limit plate centreboard and extra large drop rudder. The centreboard has many new features in movement, upon which we have spent considerable time and care to perfect, and we now consider it a perfect plate board. As regards speed we refer to her lines.

Except when otherwise ordered, she will be fitted only with two large air chambers (as per drawing), and will be built in either mode of construction as mentioned in description of canoe "Gadabout." (See page 18.)

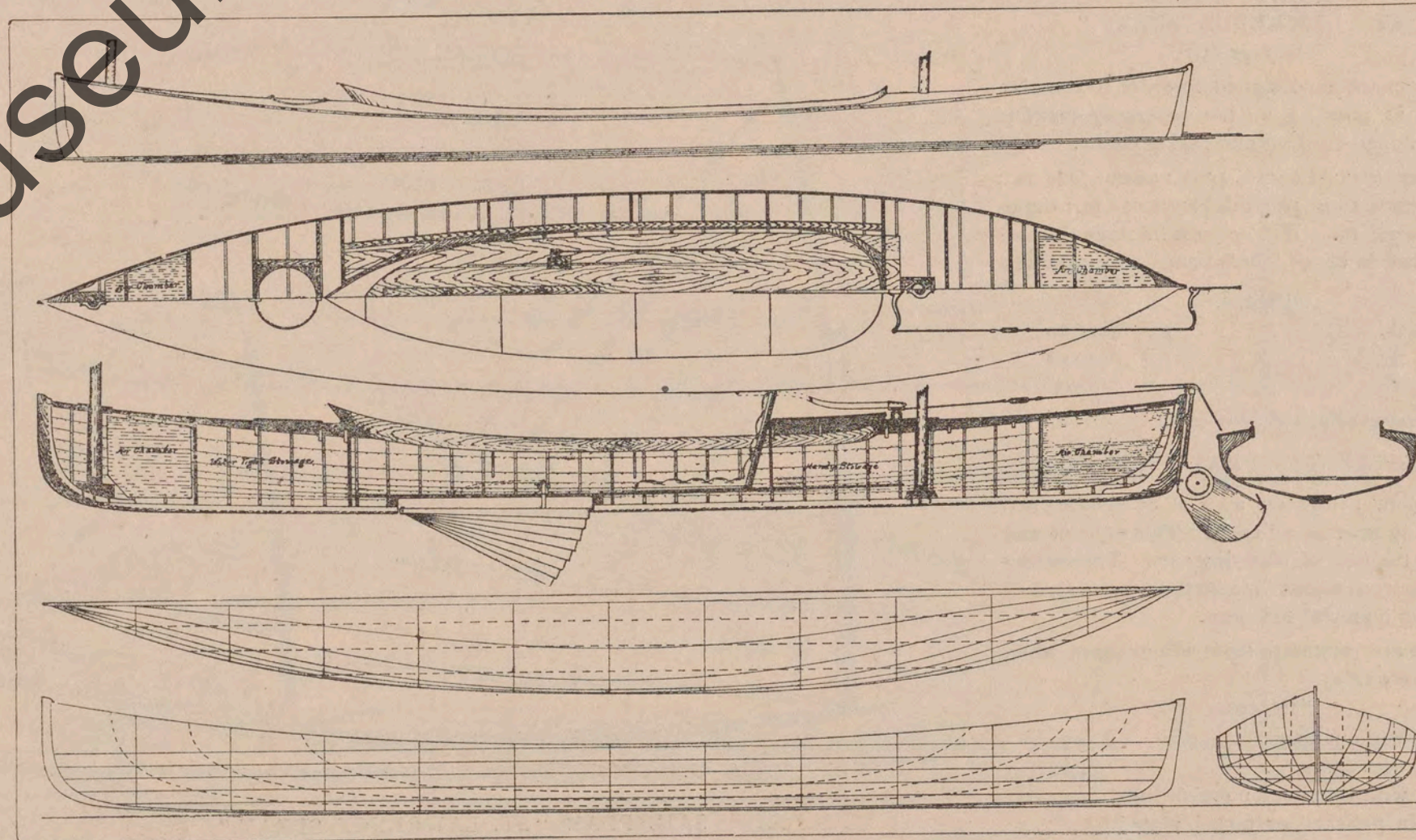
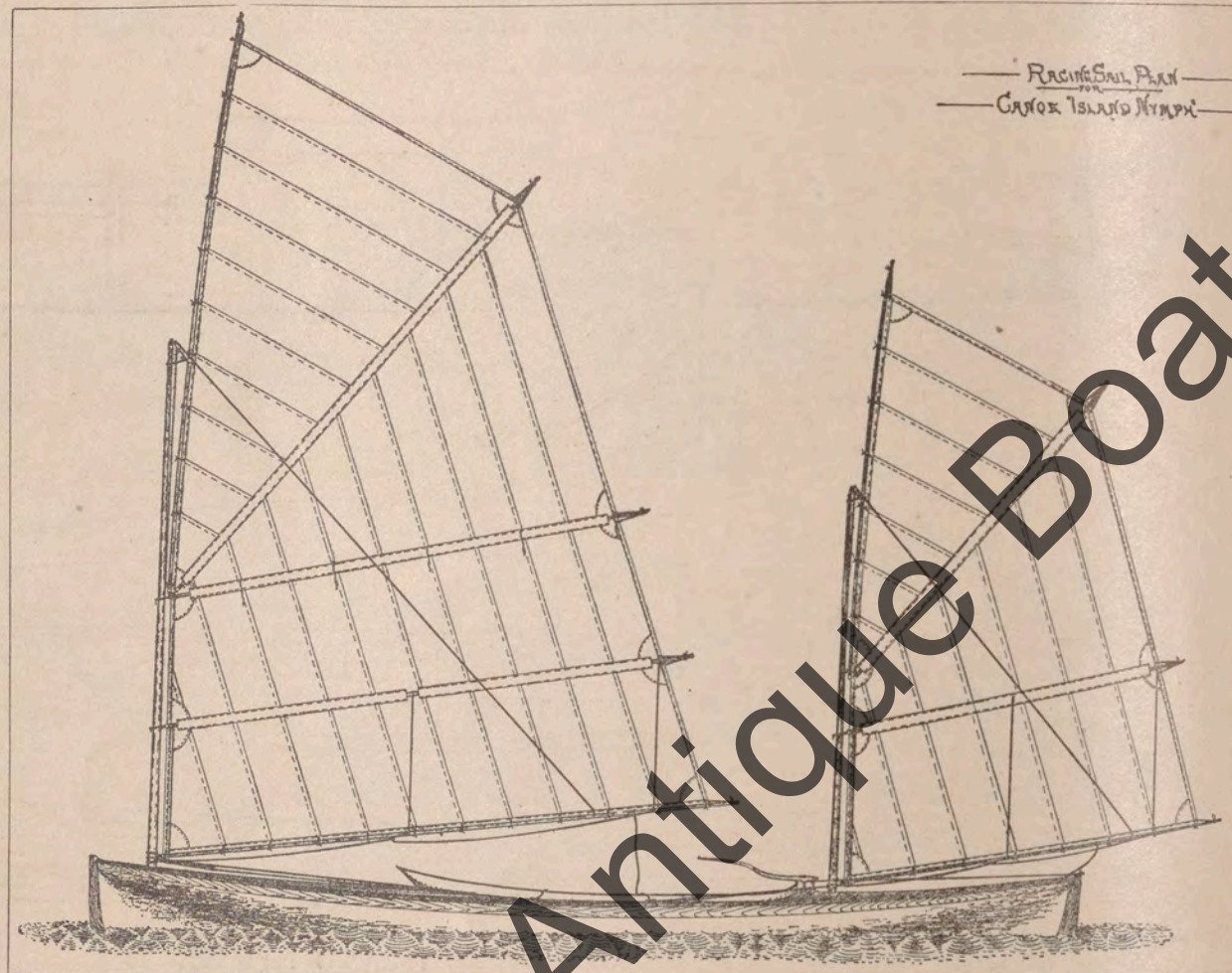
Class A, complete, as shown in cut,	\$125 00
" B, " " " " " "	115 00
" C, " " " " " "	80 00

Including centreboard, rudder, etc., complete, without sails. Without rudder and centreboard, deduct \$25.00.

Sail plan shows an area of 105 square feet, with "endless bight and runner reefing gear." This gear has become very popular on account of its being combined with halliard, the fall of the halliard passing through a pulley on deck, and leading to a pendant at cockpit, returns, and is made fast to reefing gear. Thus, by hauling on one part of halliard, puts in reef and lowers sail, and by hauling the other part, shakes out reef and hoists sail.

All spars jointed to stow in cockpit.

Sails without spars,	\$10 00
Sails with spars,	15 00
Sails with spars, nickel plated or polished brass fittings,	21 00



ST. LAWRENCE SPRAY."

SAILING CANOE,  
"ST. LAWRENCE SPRAY."

(See page 15.)

This canoe is designed in order to combine as much as possible, all the necessary qualities for a combined cruising and racing canoe.

Dimensions: Length, 15 ft.; beam, 31½ in.; depth at bow, 18 in.; depth at stern, 16 in.; depth amidship, 9½ in. Will be built in three classes, as described in canoe "Gadabout." (See page 18.)

PRICES.

Class A,	. . . . .	\$110 00
" B,	. . . . .	100 00
" C,	. . . . .	65 00

Centreboard and rudder extra.

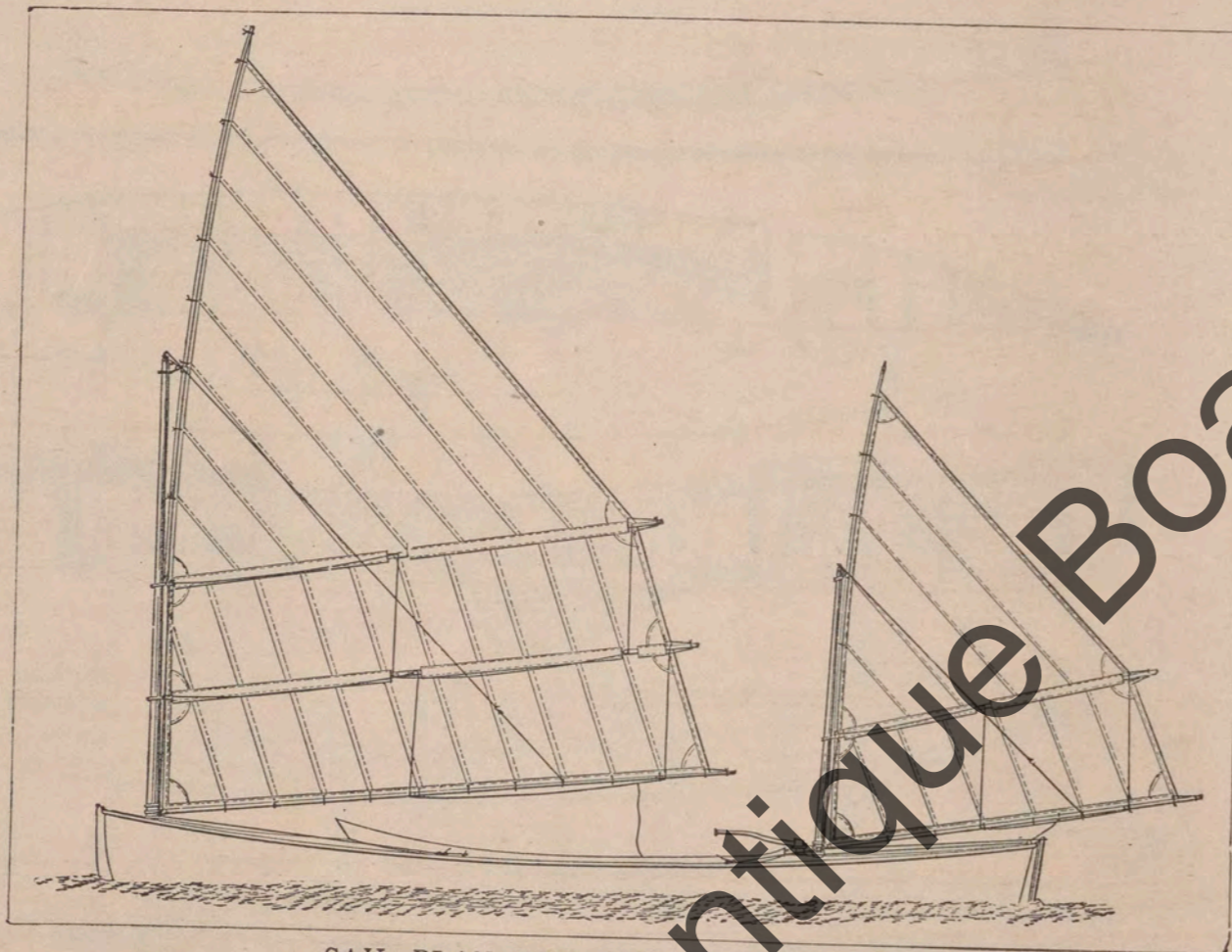
"ST. LAWRENCE SPRAY" SAIL PLAN.

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, as described in "Island Nymph" sail plan.

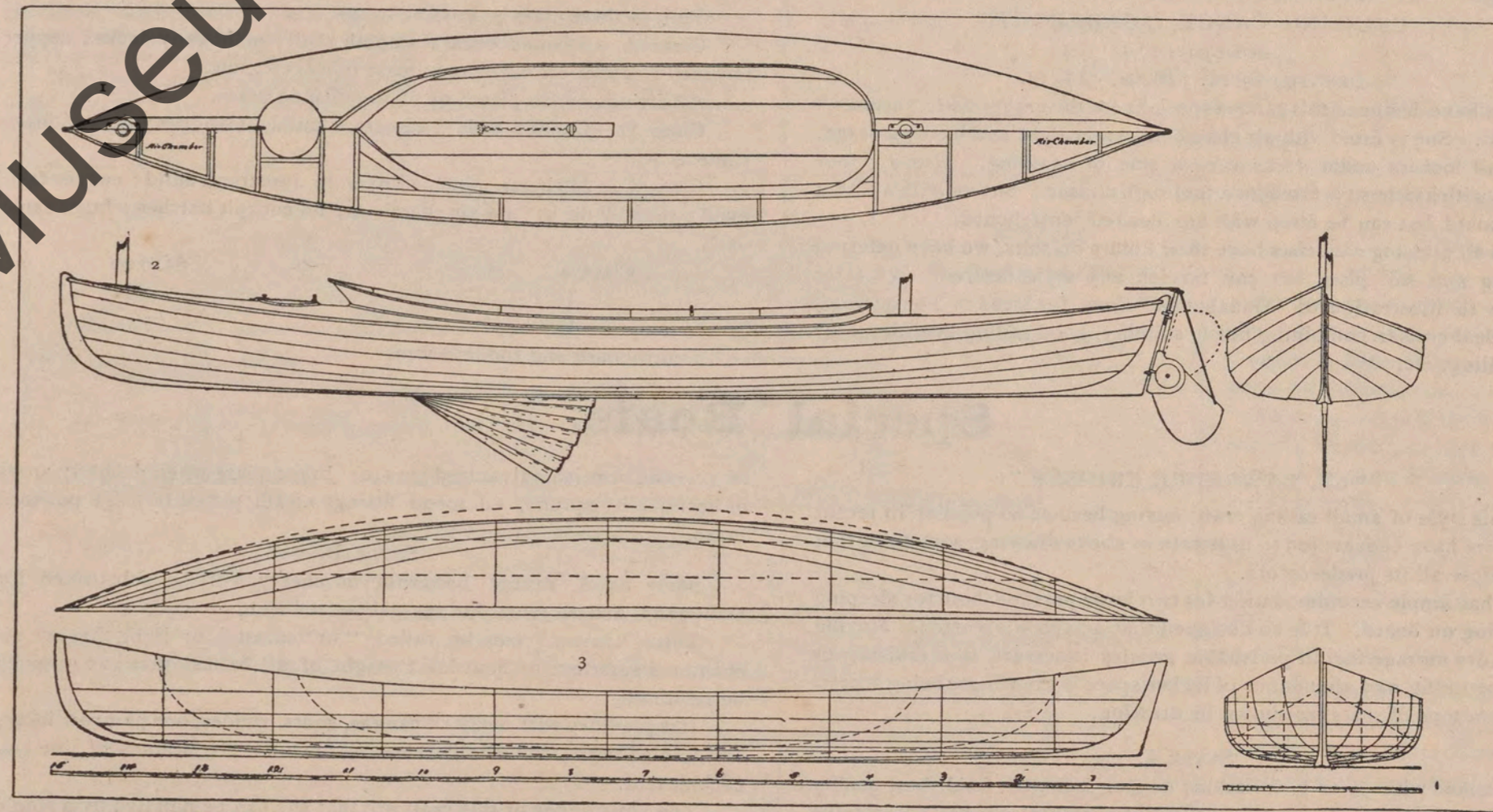
Spars are jointed to stow within canoe when hatches are on.

PRICES.

Sails, without spars,	. . . . .	\$ 9 50
Sails, with spars,	. . . . .	14 00
Sails, with spars and metal fittings, plain polished or nickel plated brass,	. . . . .	20 00



SAIL PLAN "ST. LAWRENCE SPRAY."



1. Inside finish and hull.

"GADABOUT" CANOE LINES.

2. Sheer. 3. Proportions.

(See description and prices on next page.)

CRUISING CANOE, "GADABOUT."

(See page 17.)

LENGTH, 15 FT. BEAM, 31½ in.

We have designed this canoe especially for the enthusiastic "cruiser" canoeist. She is fitted with air chambers, water-tight and handy storage. Catch-all lockers under decks at each side of coaming. Has a 7-foot cockpit with hatches; is fitted for a thorough cruiser. Shown with a Radix centreboard but can be fitted with any desired centreboard.

As all cruising canoeists have their hobby on sails, we have deferred showing any sail plan, but can furnish any style desired. We refer readers to illustration of "Gadabout's" lines, for ideas of her qualities as an ideal cruiser, combining finish, stability, good sailing qualities, ease in paddling, etc.

Special Boats.

"ST. LAWRENCE CRUISER."

This style of small sailing craft, having become so popular in recent years, we have endeavored to illustrate in above drawing, something that will eclipse all its predecessors.

It has ample accommodation for two large persons, both for sleeping and living on board. It is so designed that no space is wasted. Having ample dry storage for all perishable articles necessary to a cruising or camping outfit, and abundance of locker space in the wings, being accessible from tops of seats, as shown in drawing.

STYLE A.

Planked with ¾ or ⅝-in. cedar; copper fastened; keel, best quality white oak; stem and stern post, hackmatack (natural crooks); sheerstrake and covering board, oak or mahogany; air tanks, seats, cherry or birch; finished in oil, shellac and spar varnish; oak centreboard, as shown

Built in three classes, viz.:

Class A.—Spanish cedar; smooth shell; mahogany decks; copper fastened; copper air chambers; mast tubes, etc., etc.

All fittings nickel plated or plain polished brass.

Class B.—Canada cedar; lapstreak build; mahogany decks; fitted same as A.

Class C.—Michigan pine; clinker or lapstreak build; copper fastened; red oak decks; no air chambers; no cockpit hatches; fitted same as B.

Class A,	. . . . .	\$110 00
" B,	. . . . .	100 00
" C,	. . . . .	65 00

Centreboard and rudder extra.

in cut, can furnish galvanized iron or brass plate when desired; spars of best quality spruce; all metal fittings nickel plated or plain polished brass.

STYLE B.

Same as A, except butternut or cherry will be substituted for mahogany, and all metal fittings galvanized iron.

This "cruiser" can be sailed "in ballast" or light, having air chambers sufficient to float inert weight of all ballast that can possibly be required.

It is provided with a suit of canvas, spars, rudder, one pair row-locks, and jointed oars; one Best's releasing anchor; six fathoms of line and cockpit tent.

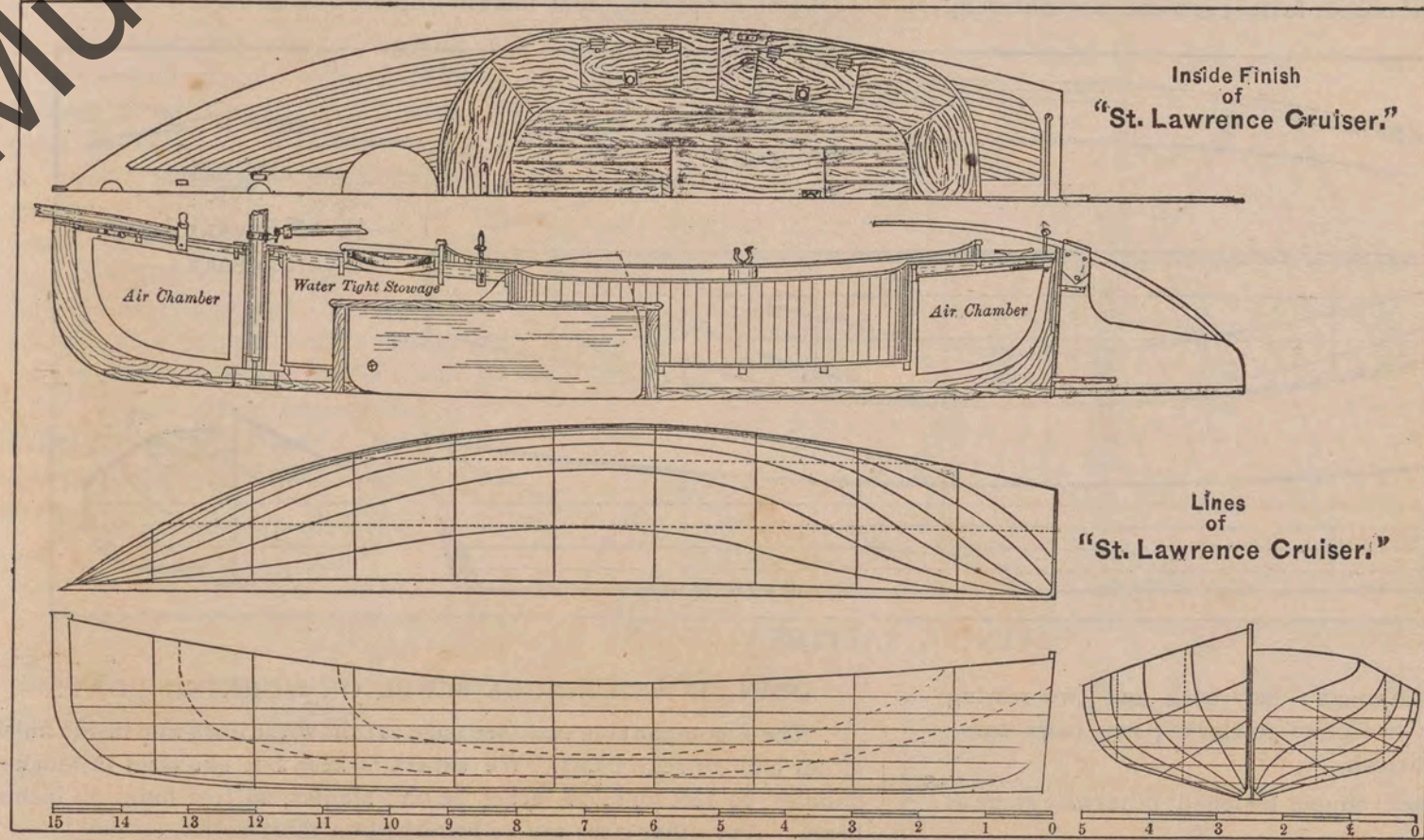
The advantages of this craft are that she can be handled by a single person in any weather, and two persons can take a lengthy cruise, and carry the whole cruising or camping outfit aboard, and in case of getting

becalmed, can be rowed to some convenient cove, and hauled out to pitch camp ashore, or anchor and set cockpit tent for the night. The accompanying sail plan shows her style of rig.

The illustration is of our smallest and most popular size, but we make to order four sizes of the two classes. An order for this style should be sent us a few weeks before boat is required.

Cruiser No. 1, length 15 ft.; beam 5 ft.,	"A" \$180 00	"B" \$160 00
" " 2, " 17 " " 5 ft. 8 in.,	" 205 00	" 185 00
" " 3, " 19 " " 6 ft. 4 in.,	" 230 00	" 210 00
" " 4, " 21 " " 7 ft. 4 in.,	" 255 00	" 235 00

These "Cruisers" built "clinker" or "lapstreak."  
For "Carvel," add \$1.00 per foot in length.



"ST. LAWRENCE CRUISER" SAIL PLAN. (See page 21).

We have tried every known sail plan for this boat, and find the "common sense" fore and aft sloop rig the favorite.

We have stepped the mast far enough forward, so that she will beat to windward when double reefed without any stay-sail.

Any person desiring any change in her rig or arrangement, can do so at a slight extra cost.

"EVENING PASTIME." (See drawing on page 20.)

Our illustration shows the lines of one of the most convenient small row-boats made.

LENGTH, 15 FT. BEAM, 42 IN. Made very light and neatly finished.

This will be found a perfect boat for either ladies or gentlemen, residing near the water, that row their own boats. For grace and beauty, the "Evening Pastime" is unexcelled.

Built in three classes, viz.:

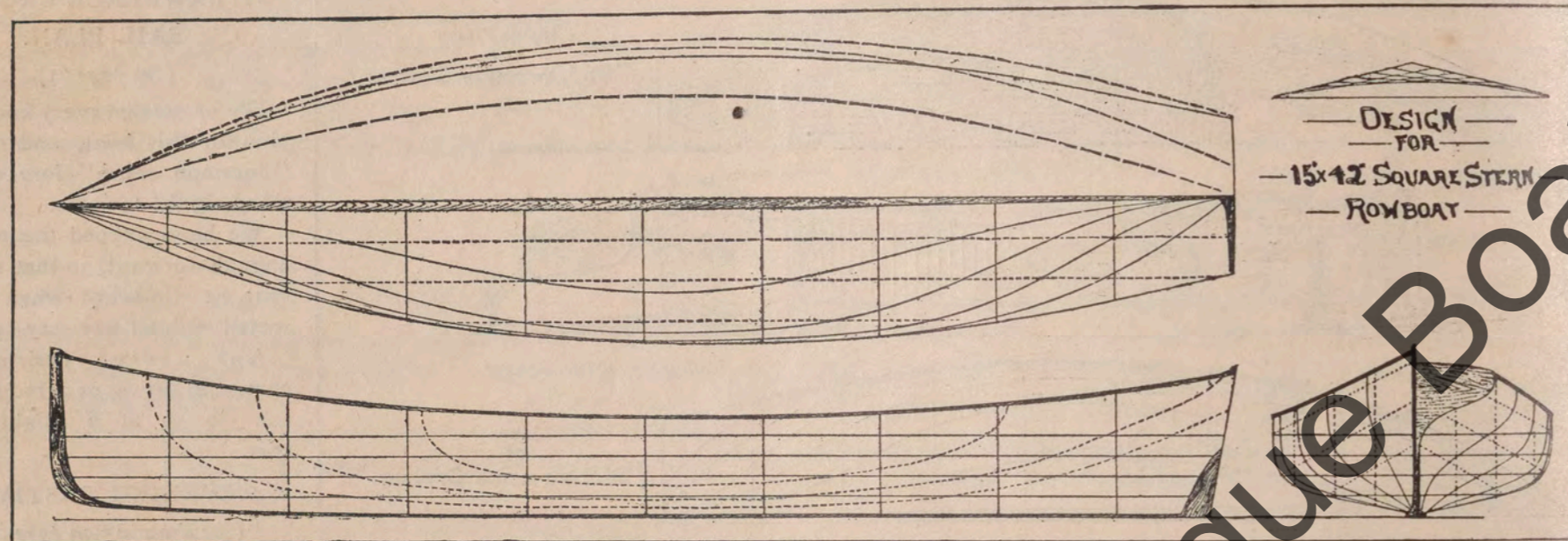
Class A.—Cedar; clinker built; copper fastened; mahogany finished;

Class C.—Pine; oak finished; copper fastened; japanned iron trimmings; no grating in bow; painted outside up to lower edge of sheer-strake; one pair straight blade oars; otherwise same as B.

PRICES.—Class A, \$110 00; Class B, \$75 00; Class C, \$55 00.

For nickel plated or plain polished brass rail fore and aft, add \$11.50.

Class B built of cedar instead of pine, add \$6.00.



"EVENING PASTIME."

polished or nickel plate brass trimmings; lazy back and two rowing thwarts; fancy grating in bow; two pairs rowlocks; two pairs oars; finished in oil, shellac and spar varnish.

Class B.—Pine; walnut finished; copper fastened; otherwise same as Class A.

DOUBLE AND SINGLE SCULL OR WORKING BOATS.

The accompanying cuts (see page 21) show the lines and inside finish of our club or scull boats. We expect to keep but two sizes in stock—doubles, 22 feet long, 30 inches beam; singles, 20 feet long, 30 inches beam. Any other sizes can be furnished on short notice.

They will be made in three classes, A, B and C. The difference in price of double and single boats will be in accordance with difference in length and fittings.

STYLE A.

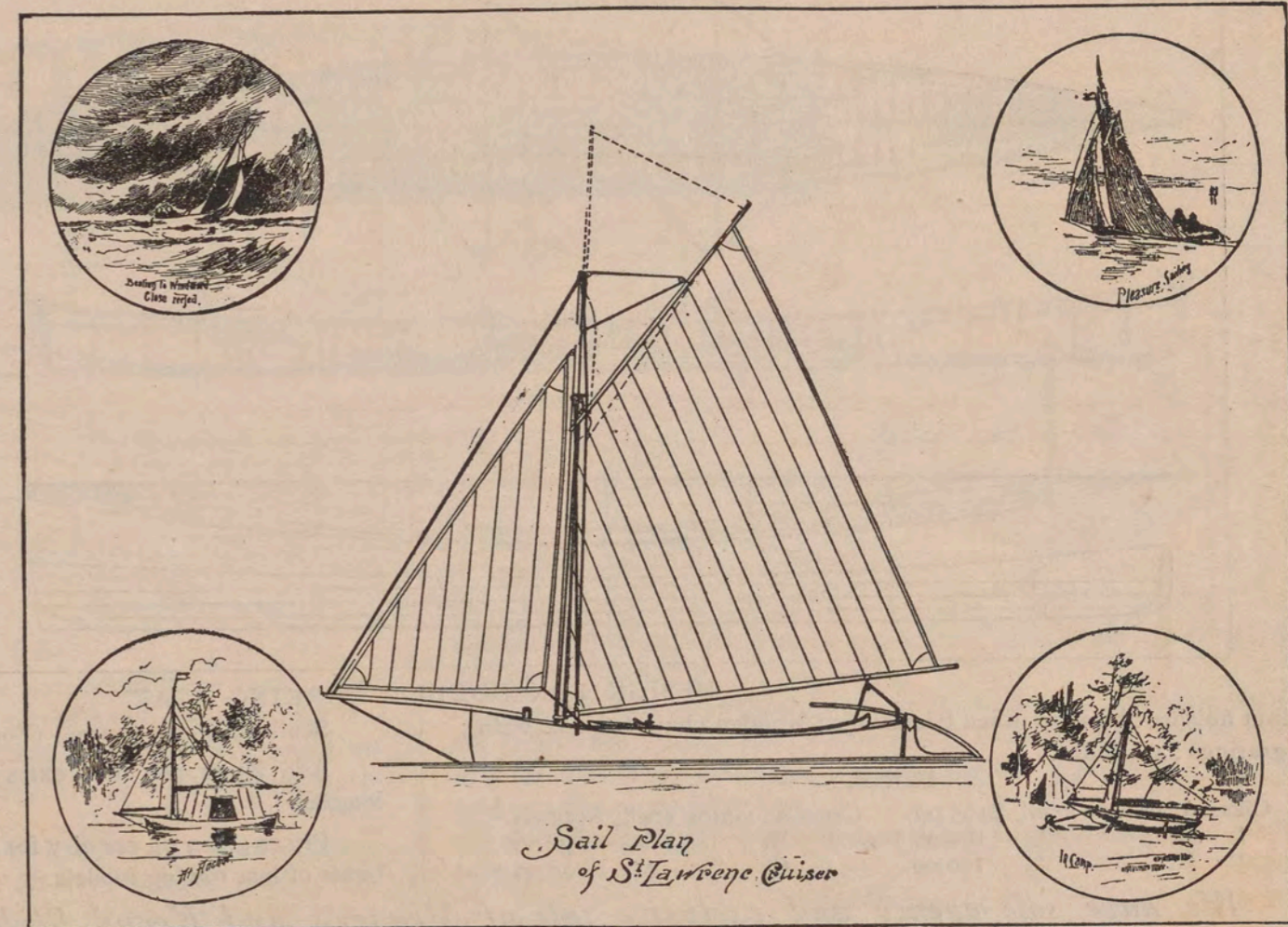
Oak keel and ribs; mahogany or black walnut stem and stern-post; Spanish cedar siding; smooth form of build as described in introductory part of book; copper fastened; mahogany gunwales; mahogany rudder and foot braces; black walnut and mahogany gratings fore and aft; finished in oil and spar varnish; pipe brass outriggers, polished or nickel plated; rudder hangings, banging irons, coxwain's chair and all other fittings either brass polished or nickel plated; Kerns' patent swivel oarlocks; Kerns', or Meany's roller sliding seats.

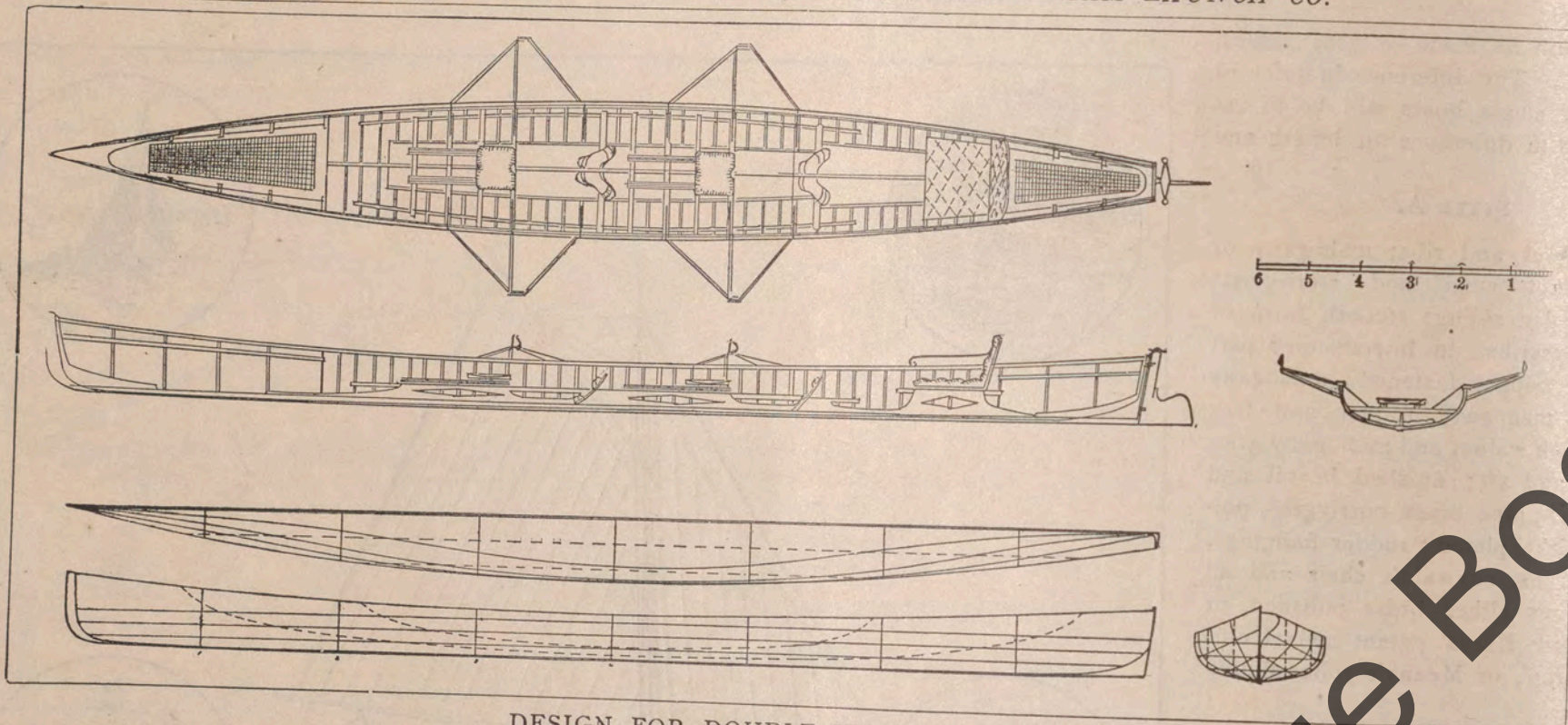
STYLE B.

Same as Style A, except planking is Canada cedar or Michigan pine; clinker built; oak frame, skin fitted; walnut gunwales and gratings.

STYLE C.

Pine hull; clinker or lapstreak built;





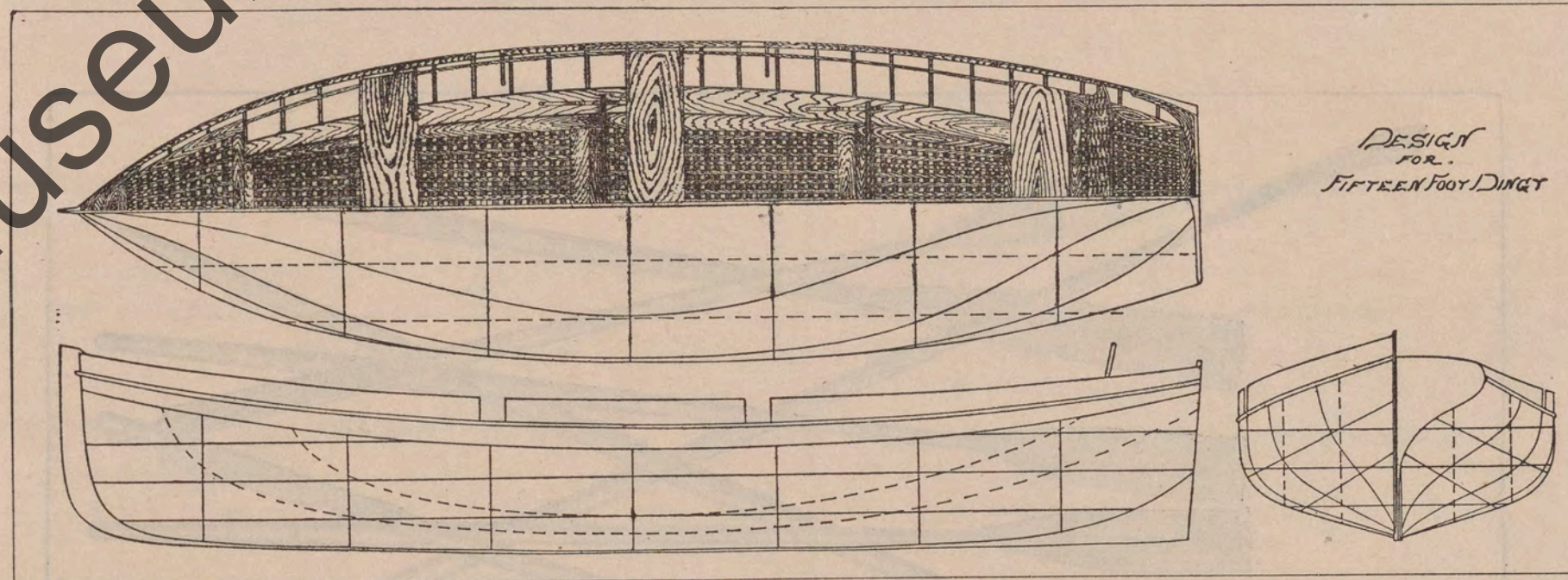
DESIGN FOR DOUBLE WORKING BOAT.

walnut finished; iron japanned trimmings; wooden chair for coxswain; no gratings; oil slides.

PRICES.			
Class A, double scull,	\$185 00	Class A, single scull,	\$155 00
" B, " "	160 00	" B, " "	130 00
" C, " "	110 00	" C, " "	95 00

We have sole agency and exclusive sale of Meaney's and Kerns' Sliding Seats, Rowlocks, etc., in Jefferson and St. Lawrence Counties, N. Y., and can put them in boats in any part of the States.

Sculls and oars extra. (For prices, see page 25). Add \$5.00 per foot extra for each foot in addition to above lengths. Prices given on enquiry for single or double scull pair oar light club boats of fast rowing models.



DESIGN FOR FIFTEEN FOOT DINGY

YACHT'S TENDER.

We have had so many inquiries and orders for these small yacht tenders, that we have adopted them as a part of our stock, and have endeavored to illustrate in the above cut what experience has taught us the yachting fraternity requires for this purpose. We will keep in stock two classes.

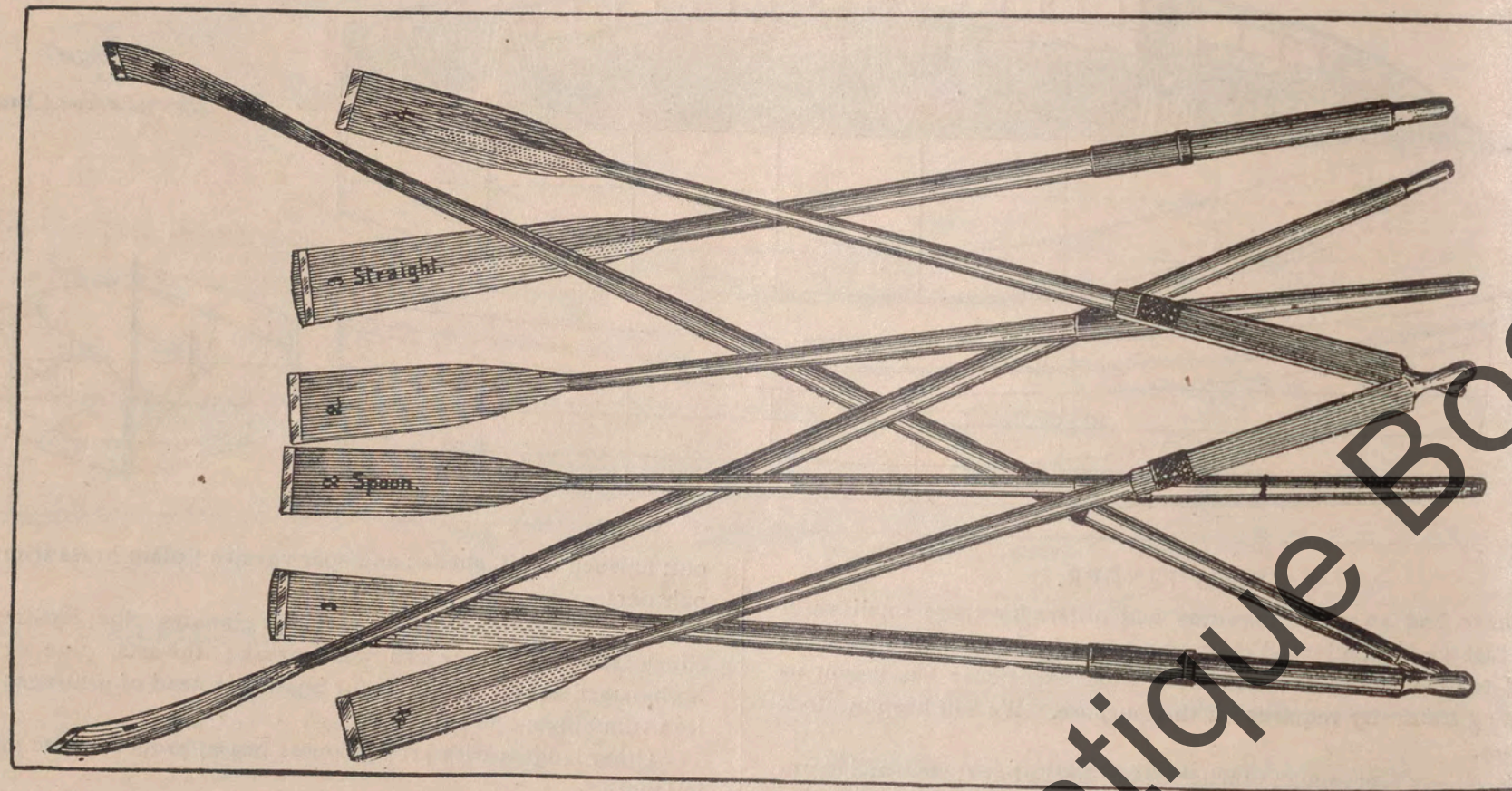
Class A.—15 feet long, 48 inches beam; keel of oak; stem and stern-post of hackmatack; planked with cedar; Carvel or smooth built; white oak frame; Spanish cedar or mahogany wash-streak; solid mahogany thwarts; hackmatack knees and breasthook; gratings either of alternate woods or plain; for holy-stone finish; copper and brass riveted through-

out; finished in oil, shellac and spar varnish; plain brass trimmings, one pair oars.

Class B.—Same as Class A, except planking pine; lapstreak; copper-clinch fastened; oak or ash wash-streak; thwarts, pine or butternut; hackmatack knees; footlings (or boards) instead of gratings; galvanized iron trimmings; one pair oars.

Other lengths with proportionate beam, proportionate price per foot in length.

PRICES.	
Class A,	\$150 00
" B,	100 00



OARS AND SCULLS.

Spruce Spoon Oars ; rib back of blade; latest style; copper tipped and leathered.

7 ft. to 8½ ft., per pair, . . . . .	\$5.00
9 ft. to 10½ ft., per pair, . . . . .	6.00

*Suitable for Racing, Shell Sculling, etc.*

Spoon Oars ; spruce or pine ; copper tipped and leathered.

7 ft. to 8½ ft., per pair, . . . . .	\$4.50
9 ft. to 10 ft , per pair, . . . . .	5.00

Copper tipped; oiled and varnished.

Pine or spruce, double blade, 7 feet long, jointed, . .	\$3 00
" " " " 7½ " "	3 25
" " " " 8 " "	3 50
" " " " 9 " "	4 00
" " " " 9½ " "	4 50

Spoon Blades, same length, 50 cents extra.

### Oars, Sculls, Etc.

Straight Blade Spruce Oars ; copper tipped and leathered.

7 ft. to 8½ 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 8½ ft., per pair, . . . . .	\$2 50
9 ft. to 10 ft., per pair, . . . . .	3 00

"St. Lawrence" Thole-pin Oars; square butt; straight blades.

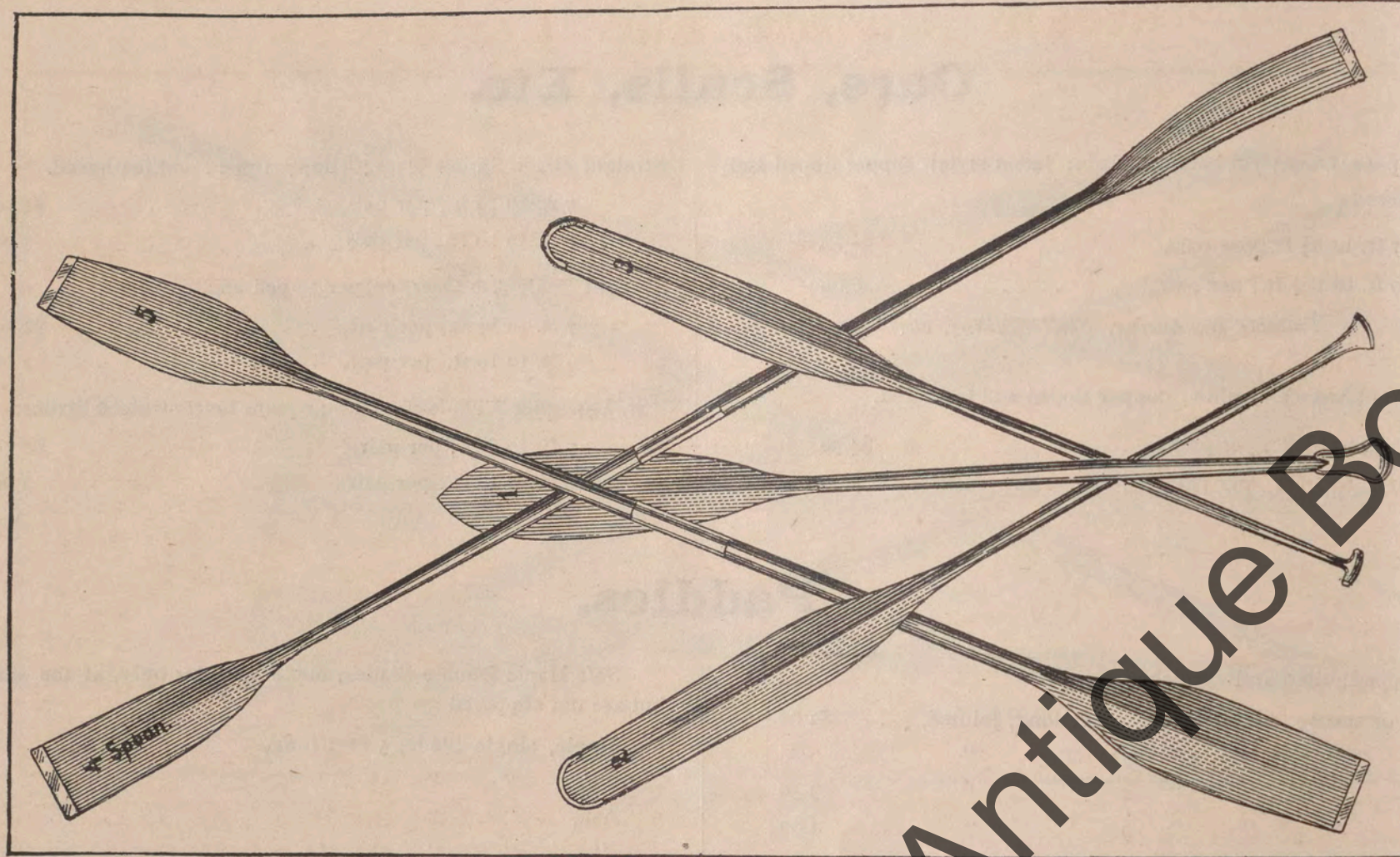
7 ft. to 8 ft., per pair, . . . . .	\$2 50
9 ft. to 10 ft., per pair, . . . . .	3 00

### Paddles.

Soft Maple Double Blades, made to order only, at the same prices, but are not coppered

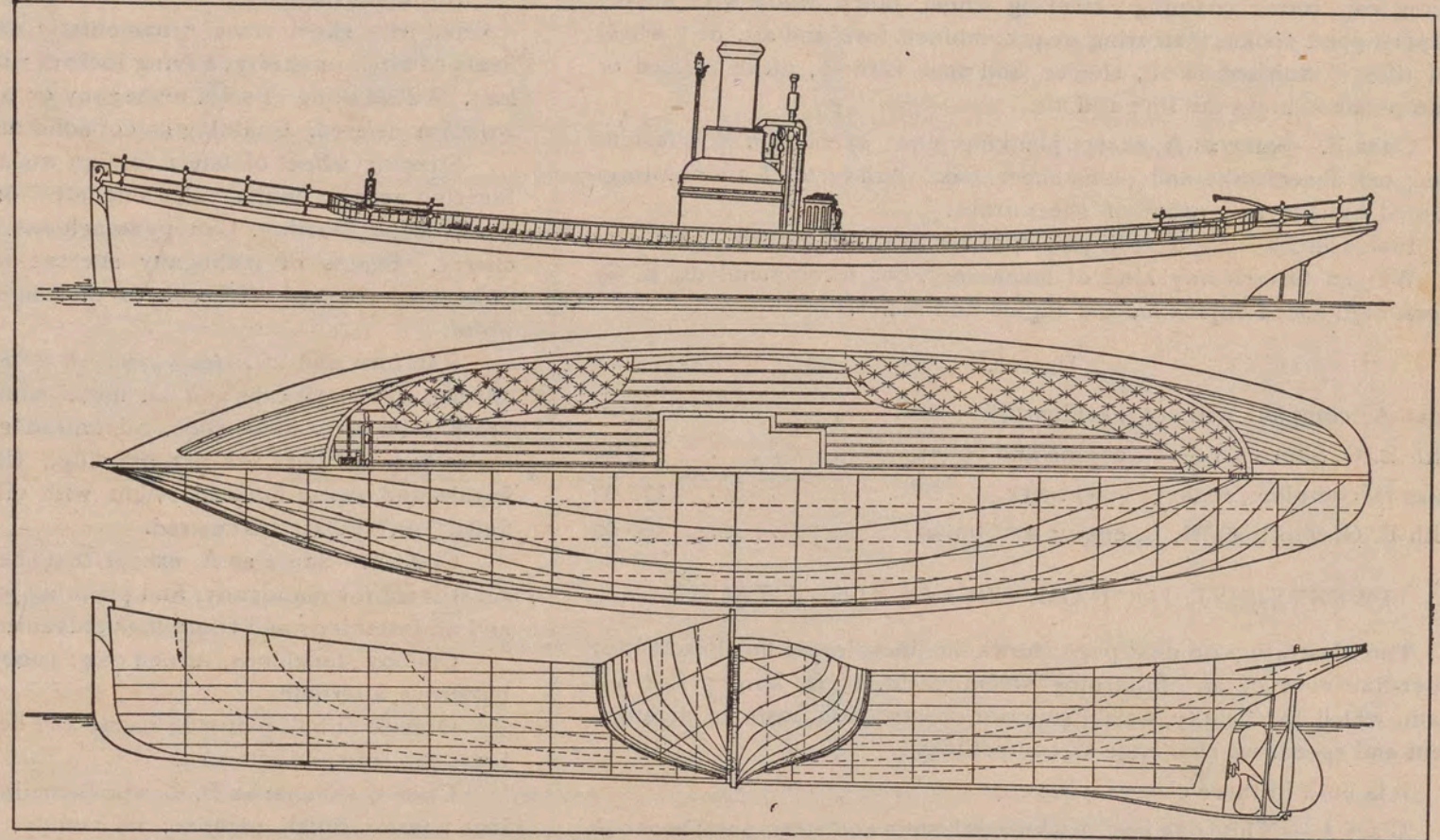
Maple, single blade, 5 feet long, . . . . .	\$2 00
" " " 5½ " " . . . . .	2 00
Ash, " " 5 " " . . . . .	1 75
" " " 5½ " " . . . . .	1 75

Coppered to order for 25 cents extra.



PADDLES.

## Steam Yachts and Launches.



TWENTY-ONE FOOT LAUNCH.

THIS department is very complete. We furnish both coal and oil burners from 18 to 75 feet long, and worth from \$300 to \$5,000. We only keep a few of the smaller sizes in stock (fitted with the Shortt oil engine) from 18 to 40 feet in length, and from 4 feet 6 inches to 12 feet beam; speed, 5 to 12 miles an hour; price varies from \$300 to \$1,000.

We claim to excel in this class of boats as well as in skiffs.

Mr. Smith, the president of the Shipman Engine Co., of Rochester after riding in one of our 25-foot boats for a few hours, last summer, said: "I declare that is the best one horse-power boat we ever put an engine into. I tell you they cannot beat it." We invite correspondence.

The illustration shows lines, inside finish and load water-line view of steam launch, 21 ft. long, 4 ft. 6 in. beam; built in two classes.

Class A.—Oak keel; hackmatack stem and stern-post; bent oak frame; cedar planking; copper fastenings; mahogany sheerstrake and

plank sheer; decks, pine; bent to shape and invisibly fastened.

Inside finish.—Floors, matched pine; wainscoting, mahogany; cherry cap round coaming; 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.

Class B.—Same as A, except planking pine; galvanized iron fastenings; oak sheerstrake and plank sheer, oak. Ash or birch wainscoting. Painted outside to bottom of sheerstrake.]

Inside finish—Oil, shellac and spar varnish. Rail extra.

We can furnish any kind of machinery, but recommend the E. G. Shortt high speed duplex marine engine and boiler.

PRICES.

Class A, complete without machinery, . . . . .	\$325 00
With E. G. Shortt's 1 H. P. engine and boiler, . . . . .	525 00
Class B, complete, without machinery, . . . . .	175 00
With E. G. Shortt's 1 H. P. engine and boiler, . . . . .	390 00

TWENTY-FIVE FOOT OIL ENGINE STEAM YACHT.

The illustration on next page shows the lines, inside finish and load water-line view of an oil-burning steam yacht, 25 ft. long, 5 ft. 6 in. beam, which for beauty, finish, superior construction, taste in arrangement and speed, we challenge all competitors.

It is built in three classes, viz.:

Class A.—White oak keel; hackmatack stem and stern-post; bent oak frame; planked with cedar; fastened with copper and brass exclusively; finished in oil and shellac, or painted on outside up to lower edge of sheerstrake; sheerstrake and plank sheer of solid mahogany; deck plank of

the finest selected white pine; bent to shape of plank sheer. Caulked and finished bright.

Inside finish.—Floor of matched pine fore and aft; engine space covered with sheet brass, ornamentally nailed to floor, as per drawing. Seats of birch or cherry, having lockers with hinged traps where convenient. Wainscoting of solid mahogany or alternate with another colored wood, as desired. Coaming cap of solid mahogany.

Steering wheel of fancy foreign woods with brass capped spokes. Steering gear to be the "fore and aft" or "combined wheel and tiller gear," as per drawing. Canopy stanchions, carved cherry; canopy faciers, cherry. Beams of mahogany sheeted on top with 1/2-inch Spanish cedar, and covered with canvas thoroughly painted and made water proof.

Rail fore and aft, stem band, shoe brace, rudder, propeller wheel, chocks, cleats, bit caps and all metal, brass, nickel plated (or polished brass if desired). Stern shoe, galvanized steel. Galvanized iron oil-tank under forward deck (as per drawing). Capacity, fifty to sixty gallons. Inside and decks finished bright with oil and shellac; "rubbed plum finish" or "gloss," as desired.

Class B.—Same as A, except that cherry, birch or butternut will be substituted for mahogany, and planking to be pine. Rudder and wheel, and all fastenings and trimmings galvanized iron.

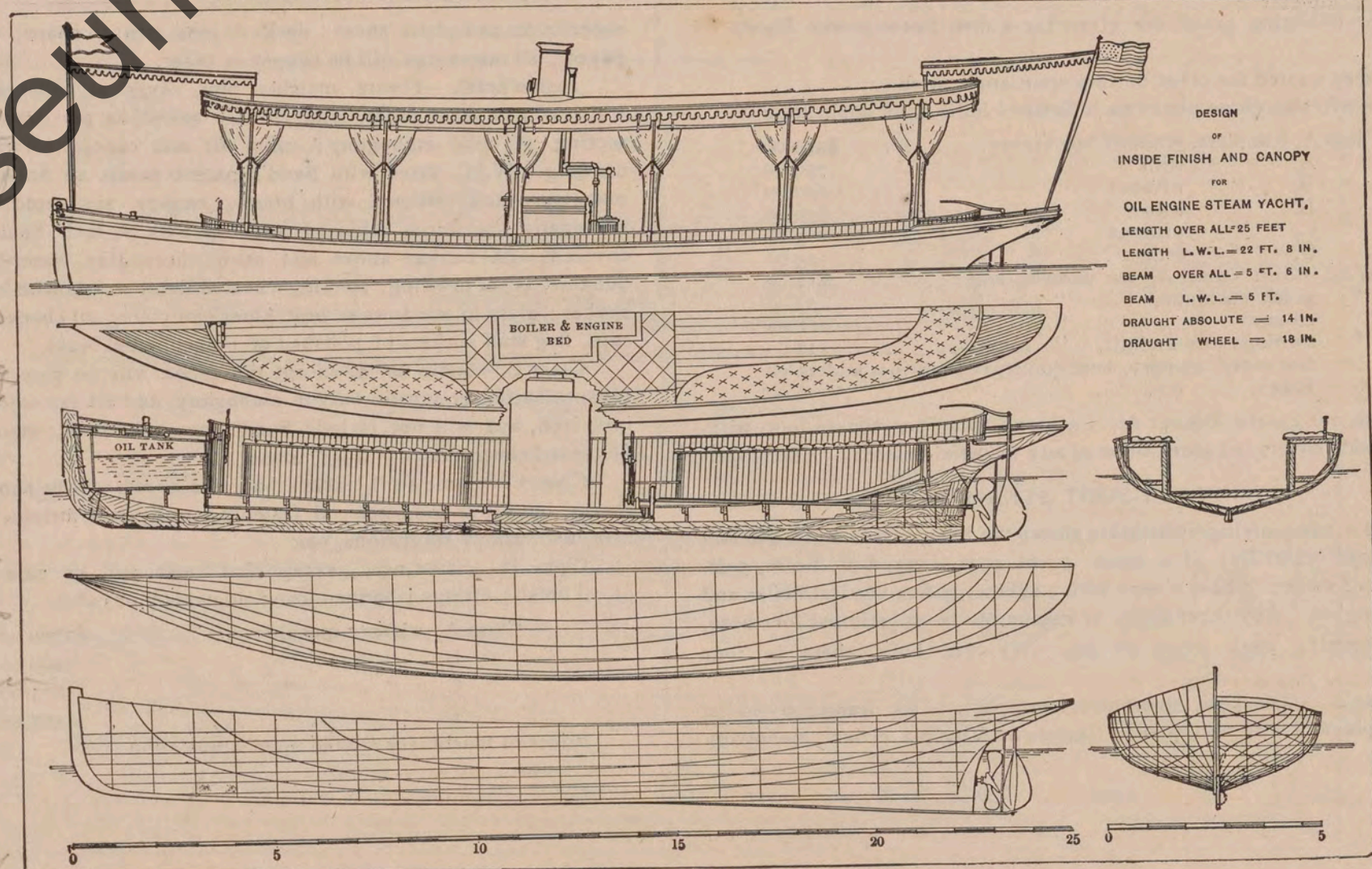
Canopy stanchions, turned oak; canopy, 1/2-inch matched pine and butternut, alternate.

Outside of hull painted; inside and decks finished in oil and shellac; brass rail fore and aft extra.

Class C.—Same as B, except fastenings and fittings to be japanned iron; inside finish, painted; no canopy.

We can put in any machinery, either burning coal, wood or oil, but recommend E. G. Shortt's patent high speed; duplex marine engine as the best power for this boat.

*Large material capacity  
slip & speed, plating  
Engine stand to be in  
Deck  
locking  
front  
Cook  
delivered  
of planking  
Sign of  
Kul to  
Speed  
fastening  
Red & Blue  
Light  
Anchor &  
mooring ropes*



Antique Boat Museum

The following prices are given for a two horse-power Shortt oil engine.

Prices quoted for other powers upon application.

We will also quote prices on unfinished hulls upon application.

Class A, complete, without machinery, . . .	\$450 00
" A, " with " . . .	750 00
" B, " without " . . .	290 00
" B, " with " . . .	590 00
" C, " without " . . .	225 00
" C, " with " . . .	525 00
With storm curtains, as shown, add . . .	\$12 00
" plush cushions, " " " . . .	22 00
" enamel " " " . . .	11 00
" awnings fore and aft, " " . . .	12 00
" festooned drapery, best quality red merino, add . . .	25 00
" Flags, . . .	6 00

With our Patent Rubber Air Cushions, \$1.50 per square foot, without outside covers. Later can be of any material desired by purchaser.

FORTY-FOOT STEAMER.

The accompanying illustration shows the lines, inside finish and hull above load water-line of a steam yacht 40 ft. long, 8 ft. beam, 3 ft. draught of water. She is shown with a submerge flue vertical boiler and single engine. Any other boiler or engine can be substituted for these, either burning coal, wood or oil. We will build them in four classes.

Class A.—Oak keel, stem and stern-post. Oak frame, sawed to shape; planked with best quality Canada or Virginia cedar; mahogany

sheerstrake and plank sheer; decks of pine, bent to shape; caulked and payed; all fastenings will be copper or brass.

Inside finish.—Floors, matched pine, except at boiler and engine, which will be sheet brass, ornamentally nailed, as per drawing; wainscoting of solid mahogany; cabin aft and canopy forward, as per drawing; W. C. fitted with Sand's patent pump, all finished in solid mahogany and fastened with brass; canopy supported on carved mahogany stanchions, sheeted on top with 1/2-inch Spanish cedar; covered with canvas above and made thoroughly water-proof; coal bunkers, as per drawing; steering wheel of fancy woods with brass capped spokes; glass in windows of best American plate; all chocks, cleats, bit caps, flag staff sockets of polished or nickel plated brass.

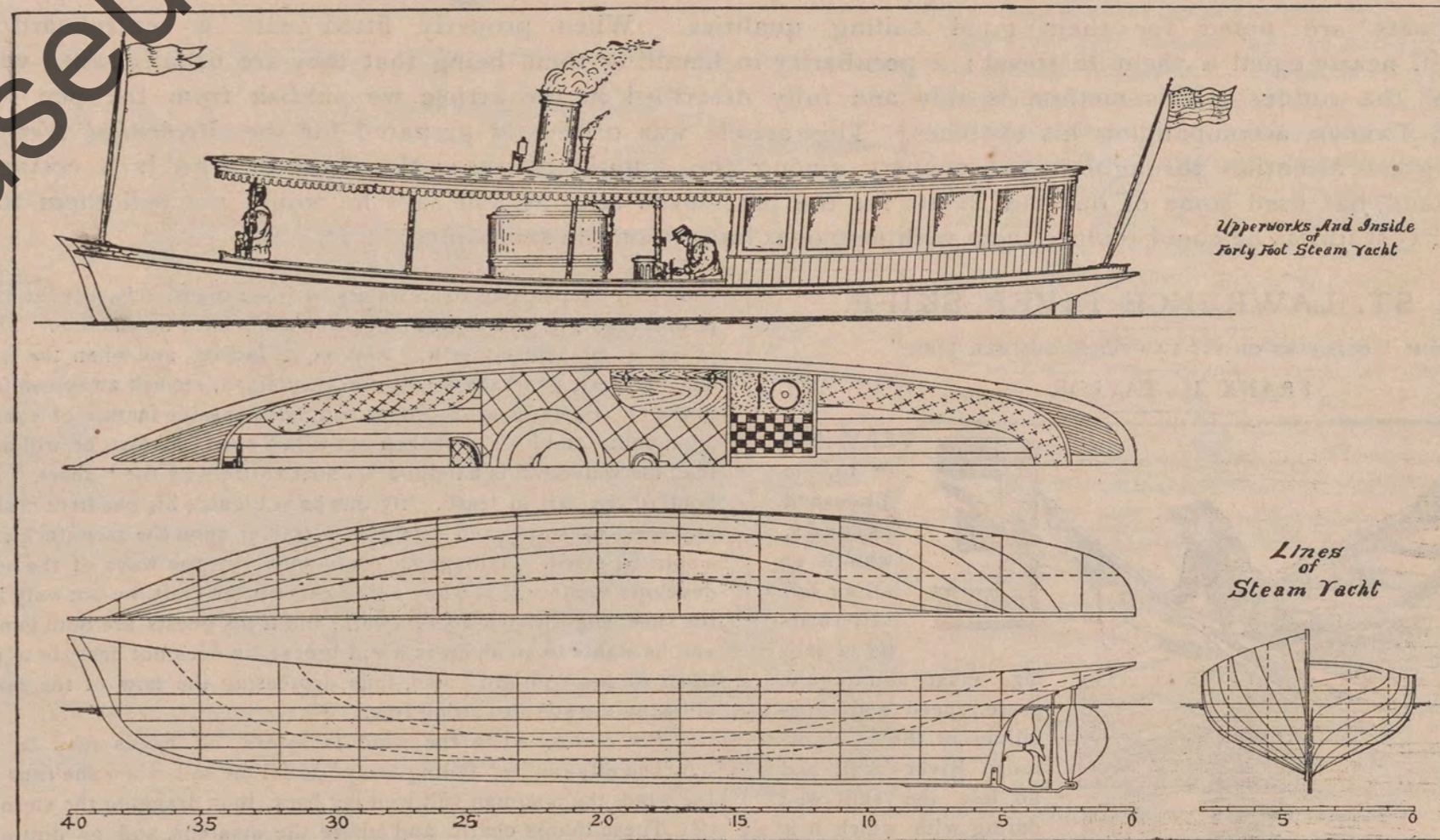
Class B.—Same as A, except the plank will be pine, and cherry, birch or butternut substituted for mahogany, and all fastenings galvanized iron, and will not include Sand's pump in W. C.; stanchions will be turned cherry; deck fittings, brass.

Class C.—Same as B, except that pine or ash will be substituted for cherry, butternut and birch; all fastenings iron, deck fittings, galvanized iron, and canopy stanchions, oak.

Class D.—Same as C, except that finish will be painted instead of oil finish; fittings japanned iron; no canopy or cabin.

Class A, without machinery, . . .	\$1700 00
" B, " " . . .	1200 00
" C, " " . . .	675 00
" D, " " . . .	565 00

Prices of machinery quoted upon application.



Upperworks and Inside Forty Foot Steam Yacht

Lines of Steam Yacht

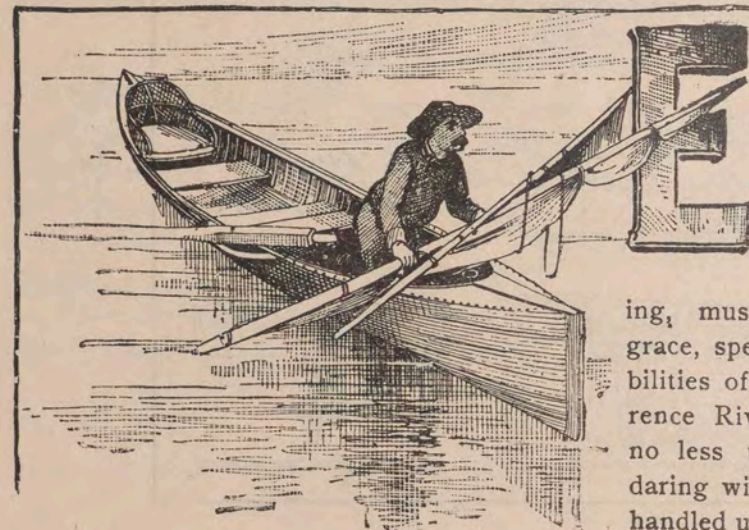
## About Skiff Sailing.

OUR boats are noted for their good sailing qualities. When properly fitted with a centreboard they will nearly equal a yacht in speed; a peculiarity in handling them being that they are usually sailed without the use of the rudder. This method is ably and fully described in the article we publish from the pen of Mr. FRANK H. TAYLOR, accompanying his sketches. This article was originally prepared for the *Mechanical News*, and attracted great attention throughout the country among the aquatic classes. Mr. TAYLOR, who is a cottager at Round Island, has used some of our best boats for the past seven seasons, and says he would not sell them for ten times their cost unless he could replace them with new ones built upon the same lines.

### THE ST. LAWRENCE RIVER SKIFF.

FROM "GLIMPSES OF ST. LAWRENCE SUMMER LIFE."

FRANK H. TAYLOR.



EVERY visitor to the Thousand Islands, who is at all *au fait* in the matter of sailing, must admire the grace, speed and capabilities of the St. Lawrence River Skiff, and no less the skill and daring with which it is handled upon the breezy

and often tempestuous open waters between the islands. If the stranger is observant, he will notice that these skiffs have no rudders. They are propelled by oars either way with equal facility, and when the boatman has his party, generally a lady and gentleman, stowed away comfortably in the chairs, which are a proper and indispensable feature of every boat hereabouts, and his sail shaken out with "sprit" all fast, he will discover that the waterman is handling his boat entirely by the "sheet," or line holding the sail in leash. By this he will guide his obedient craft upon any wind as surely and safely as a trainer upon the race-track controls a spirited steed. A longer acquaintance with the ways of the boatman develops the fact that when a flaw careens the craft, he not only loosens the sheet slightly, but lays forward, and if his guests are both gentlemen and he wants to go about in a stiff breeze, he does not hesitate to request them to lay "for'ard" also, thus depressing the bow of the boat and allowing the stern to swing free.

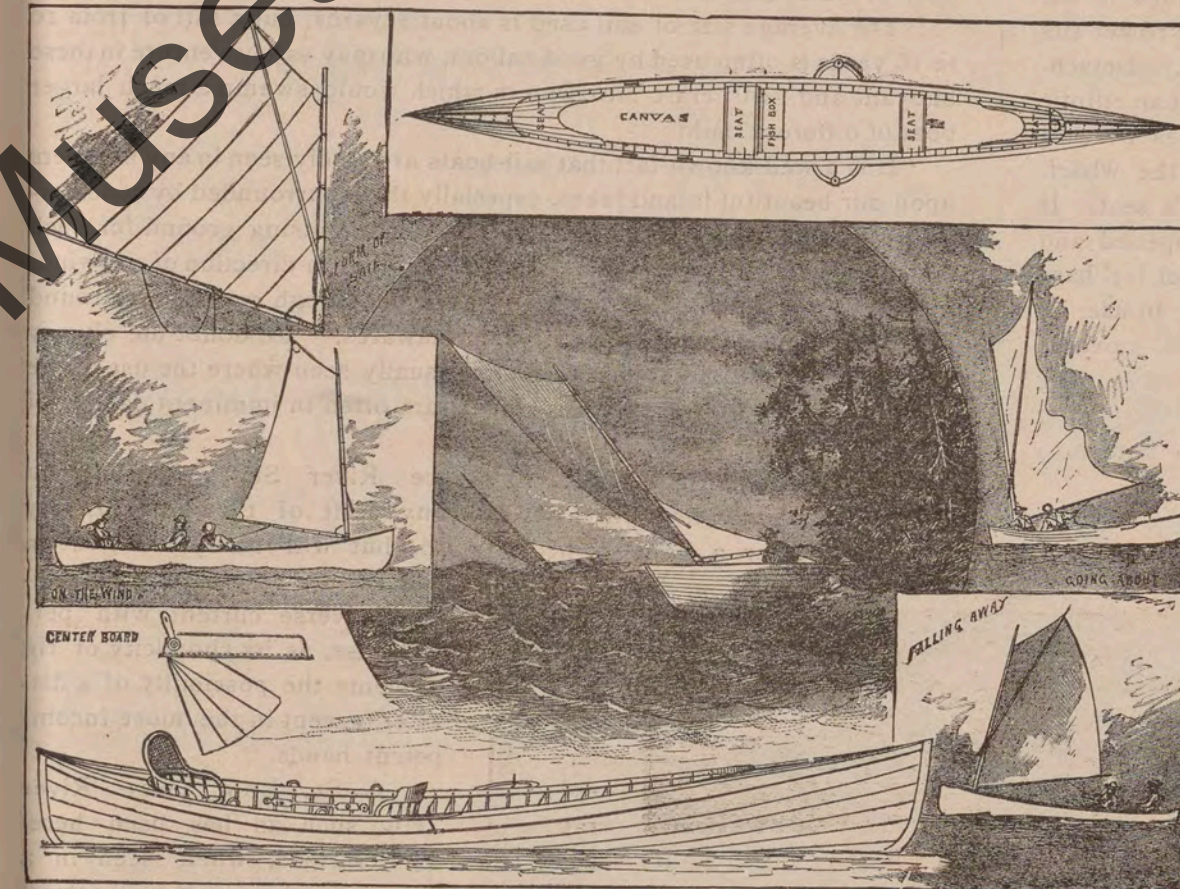
*Pro contra*, when the wind is astern, all hands may be snugly bunched aft, and in "falling away" to fill the sail, when she runs up into the wind, the boatman will well lay back, thus dragging the stern.

These things charm and amaze the amateur, and by dint of close attention he soon masters the details of this peculiar method of sailing.

He must, however, know not only how to do the right thing at the right moment, but just also how to do it in the shortest possible way. His action must become automatic, and his eye trained to read every sign the winds write upon the impressible surface of the waters.

Most of the professional boatmen who are to be found during the summer at Clayton, Round Island and Thousand Island Parks, ready to pilot excursionists to the best fishing places, use a Bain skiff manufactured by St. Lawrence River, Skiff, Canoe and Steam Launch Co. There is no place upon the list of touring points where the boats are so universally good as here. Such a thing as a snub-nosed, flat-bottomed "tub," or gaily painted, but otherwise contemptible rowboat, which, in many places is thought to be "good enough for summer tourists," is unknown here.

The St. Lawrence River Skiff is built of perfect, knotless pine, a trifle more than one-quarter inch in thickness. It is well ribbed with white oak strips, placed about four inches apart. The "sheer" is a perfect curve, and every line in sight harmonizes. A deck extends about thirty inches from its pointed ends, made up of pine and walnut or other stuffs laid in strips, with a centre piece on top to stiffen it. Length, 21½ feet; beam, in the centre, outside measure, 3 feet and 6 inches; depth, 15 inches. Snug seats are placed fore and aft. These are detachable for sponging out. The stern seat is fitted with an arm-chair, cane-seated and backed, without legs. Five feet forward of this is another seat with a similar chair, and upon the thwarts between them are catches to hold trolling rods and rings for the sheet line. The two chairs face



F. H. TAYLOR'S ILLUSTRATION OF ST. LAWRENCE RIVER SAILING.

behind; the last named is a fish-box, which is exactly in the centre of the boat. This box serves as a seat for the rower when alone in the boat, in which case he rows stern forward. Ordinarily the rower sits upon a seat placed so that the fish-box serves as a foot-brace. Detachable out-riggers are sometimes used. The boat has no keel, but an elliptic bottom-piece, perfectly flat, is used. This is about 5 inches wide at centre. Upon this the boat slides when being hauled up on the wharf. A folding centreboard occupies the space under the rower's seat. It folds up like a fan into a sheath, which is water-tight, being opened and closed by a lever carefully packed. The sail-brace and socket for base of mast are carefully fitted, and the mast and sail, when not in use, lie along the starboard side of the seats. A false bottom of movable stuff protects the light frame, and this is covered by neatly fitting canvas. Feathering oars are seldom used, the boatman claiming that a well-balanced thole oar can be more easily dropped to haul in a fish.

An indispensable adjunct of every boat is a pair of strong hickory rods, which are set at right angles with the thwarts. The trawling lines, which are let out perhaps one hundred feet, are thus well apart. Every good boat has a glittering display of nickel or silver plated metal about it, including out-riggers and seat braces.

It is a fact which would hardly be credited were it not so well known through frequent demonstration, that these skiffs are so well modeled that a full-grown man may balance



FISHING ON THE ST. LAWRENCE.

himself upon the thwart, as shown in the illustration, without spilling a drop of water into the boat.

The average size of sail used is about 8 yards, but a sail of from 10 to 16 yards is often used by good sailors, who may safely venture in these buoyant and swift craft into waters which would swamp a much larger boat of different build.

It is a well-known fact that sail-boats are rarely seen in any numbers upon our beautiful inland lakes, especially those surrounded by considerable elevations, although they offer a splendid cruising ground for such craft. This is due to the risk of sudden changes in direction of the wind, caused by local air currents drawing down through ravines, or around headlands, thus taking the navigator unawares. No doubt the clumsy jib and main-sail, home-made affairs, usually seen where the use of the wind is invoked at all upon these lakes, are often in imminent danger of a capsize.

A properly rigged St. Lawrence River Skiff placed upon such waters will not only out-sail any craft of the kind usually found in either a light or heavy wind, but will safely ride out a gale or encounter the most sudden adverse current with perfect ease, as its simplicity of rig prevents the possibility of a disaster, except in the most incompetent hands.

A St. Lawrence River Skiff, such as has been herein described, when seen in a crowd of other craft, will attract every eye by its perfect grace, rakish outline and beautiful finish.

NO LINKS.

NO ECCENTRICS.

NO VALVE STEMS.

NO STUFFING BOXES.

NO DEAD CENTRES.

WORKMANSHIP AND MATERIAL

THE BEST POSSIBLE.

THE MOST POSITIVE  
VALVE GEAR

IN EXISTENCE.

The Shortt Duplex High Speed Engine Company,  
CARTHAGE, N. Y., U. S. A.

CHEAP, LIGHT AND DURABLE.

"Easy to Operate."

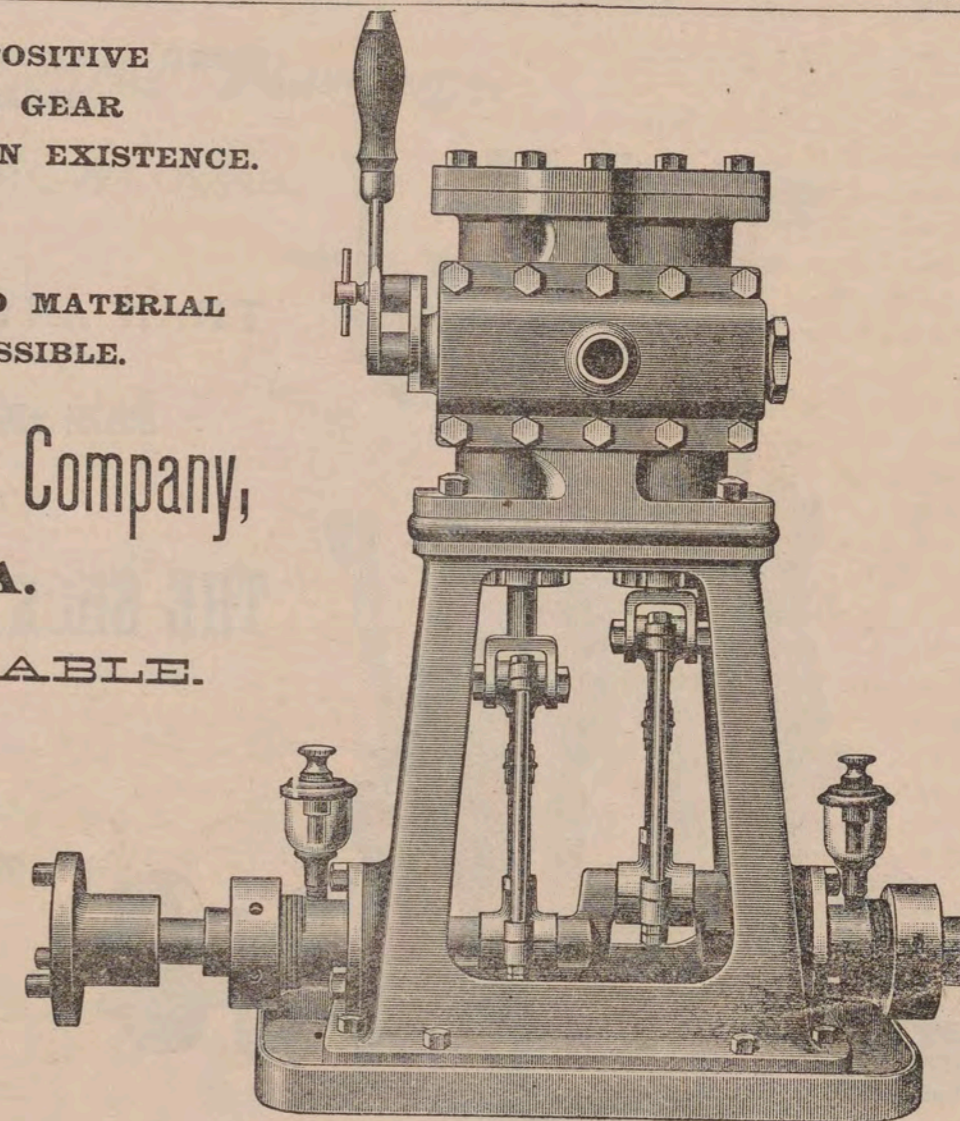
Shortt's Duplex "Stationary"

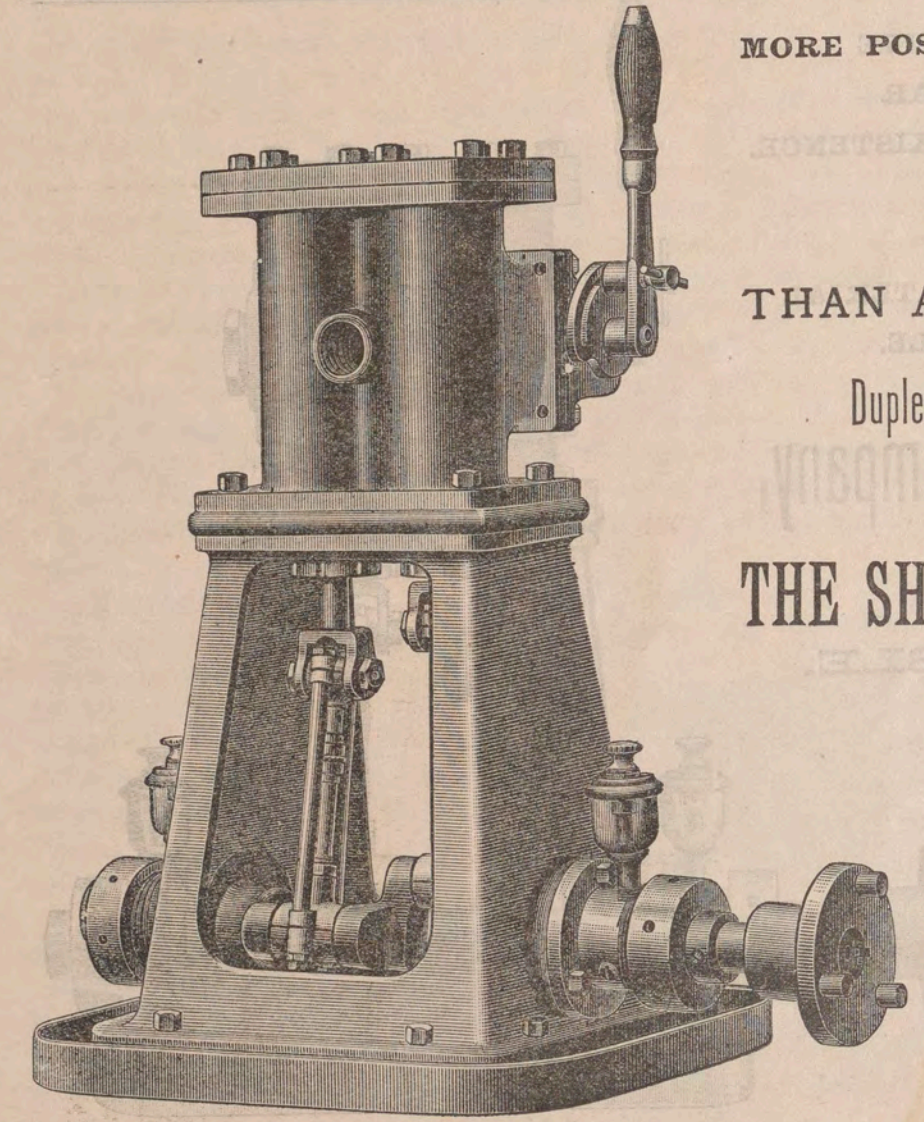
FOR EVERY POSSIBLE DUTY.

Address E. G. SHORTT,

CARTHAGE, N. Y.

St. Lawrence River Skiff, Canoe and Steam Launch Co., Agents.





MORE POSITIVE, THE BEST  
 MORE DURABLE, REVERSE MOTION  
 MORE ECONOMICAL, MADE.  
 MORE COMPACT,  
 MORE SIMPLE,

THAN ANY OTHER ENGINE IN THE MARKET.

Duplex and Compound Duplex Condensing Engines Made to Order,  
 With Oil or Coal Burning Boilers.

THE SHORTT DUPLEX HIGH SPEED ENGINE CO.,  
 CARTHAGE, N. Y., U. S. A.

*This is a Slide Valve Engine.*  
**SHORTT'S DUPLEX MARINE ENGINE**  
 For Yacht and Steam Launch Service.

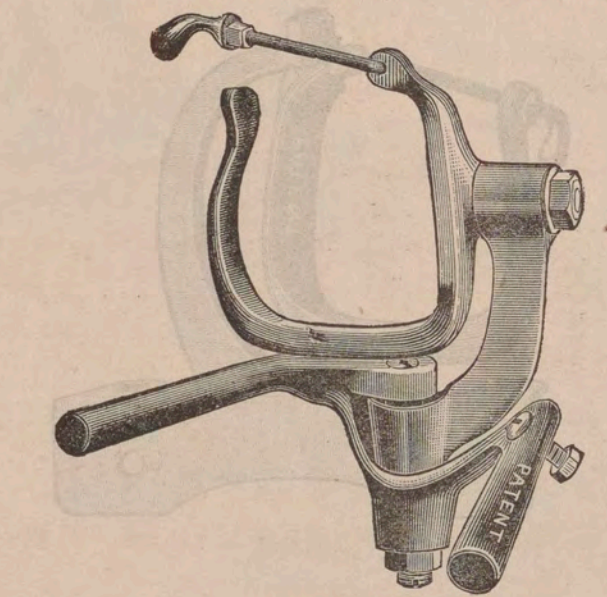
Address **E. G. SHORTT,**  
**CARTHAGE, N. Y.**

REFERENCE: A Fair Trial of the Machine.

### Boat and Canoe Fittings.

#### KERNS' ROWLOCKS.

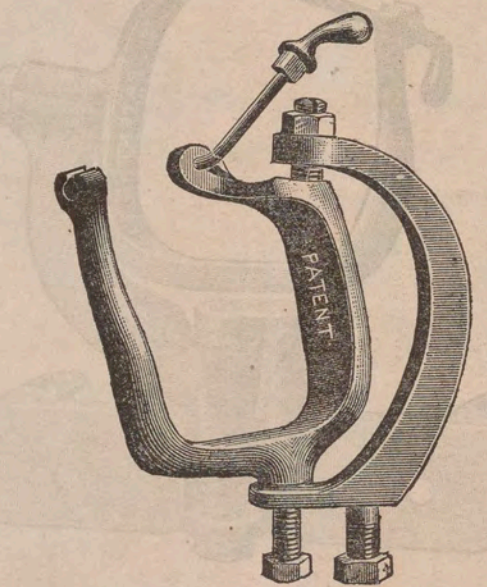
**DOUBLE MOTION ROWLOCKS.**  
 ADAPTED FOR SHELL BOATS.



Gun metal, polished and nickel plated, Mitis wrought iron outrigger plate, hardened steel centre bearings.

Single scull size, per pair, . . . \$8 00  
 Sweep size, " " . . . 9 00

**SINGLE MOTION ROWLOCKS.**  
 ADAPTED FOR SHELL BOATS.



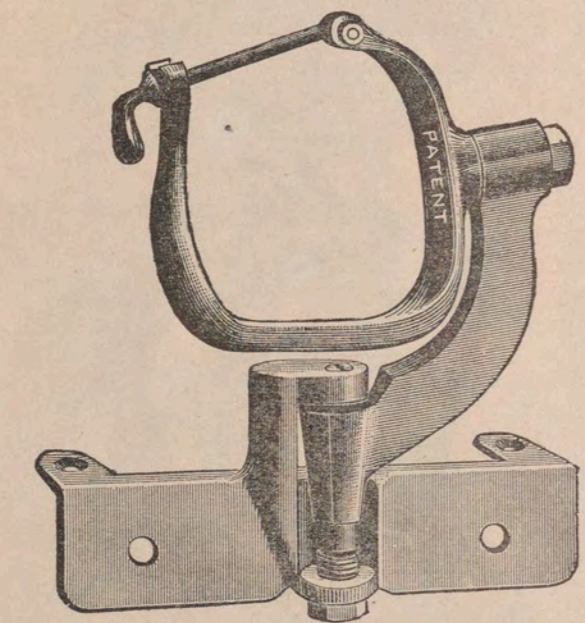
Gun metal, polished and nickel plated, with hardened steel bearings and steel back pin.

Single scull size, per pair, . . . \$7 00  
 Sweep size, " " . . . 8 00

### KERNS' GUNWALE ROWLOCKS.

#### DOUBLE MOTION SIDE PLATE.

ADAPTED FOR WORKING BOATS AND BARGES.

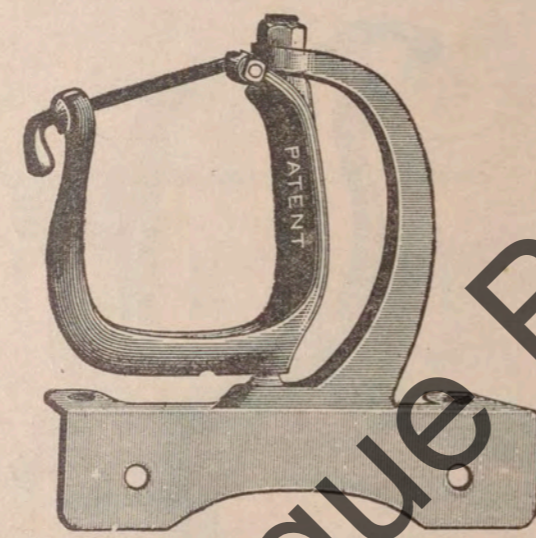


Gun metal, polished and nickel plated, and hardened steel bearings.

Single scull size, per pair, . . . . \$7 00  
Sweep size, " " . . . . 8 00

#### SINGLE MOTION SIDE PLATE.

ADAPTED FOR WORKING BOATS AND BARGES



Gun metal, polished and nickel plated, and hardened steel bearings.

Single scull size, per pair, . . . . \$7 00  
Sweep size, " " . . . . 8 00

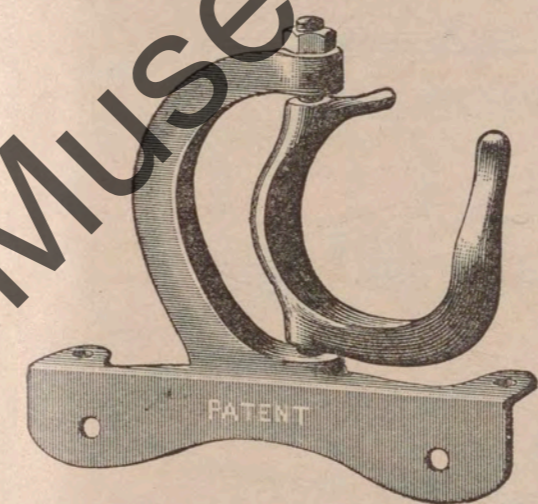
### KERNS' ROWLOCKS AND SLIDING SEAT.

#### SINGLE MOTION ROWLOCKS.

ADAPTED FOR WHITEHALL AND PLEASURE BOATS.

Gun metal, polished and nickel plated, and hardened steel bearings.

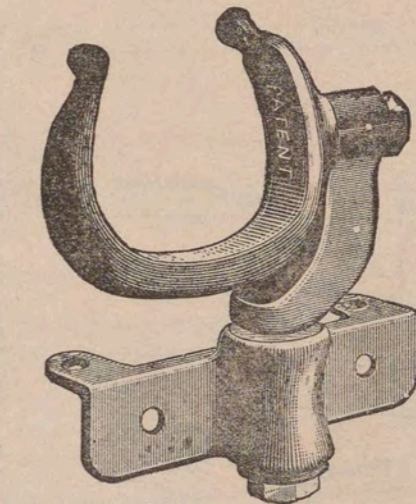
Per pair, . . . \$4 00  
Malleable iron, tinned, per pair, . . . 2 25



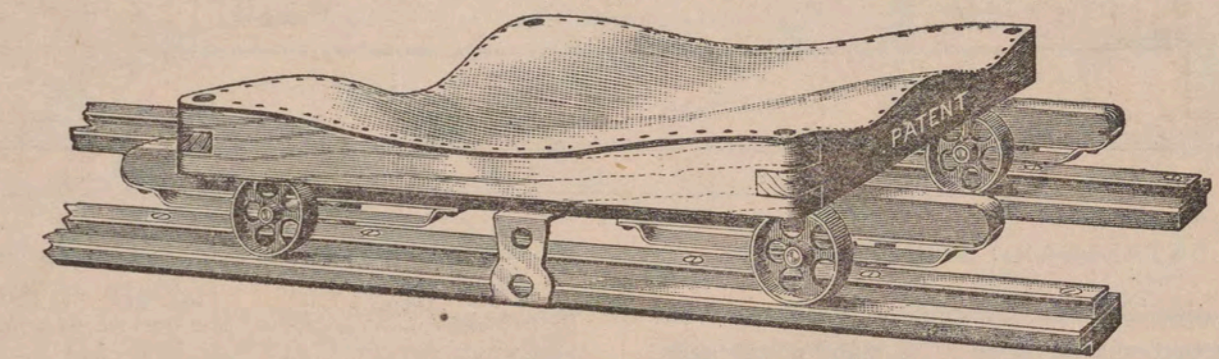
#### DOUBLE MOTION ROWLOCKS.

ADAPTED FOR WHITEHALL AND PLEASURE BOATS.

Malleable iron, tinned, per pair, \$2 00  
Plain brass, per pair, . . . 2 75  
Polished brass, lacquered, per pair, 3 75  
Polished brass, nickel plated, per pair, . . . . 3 75

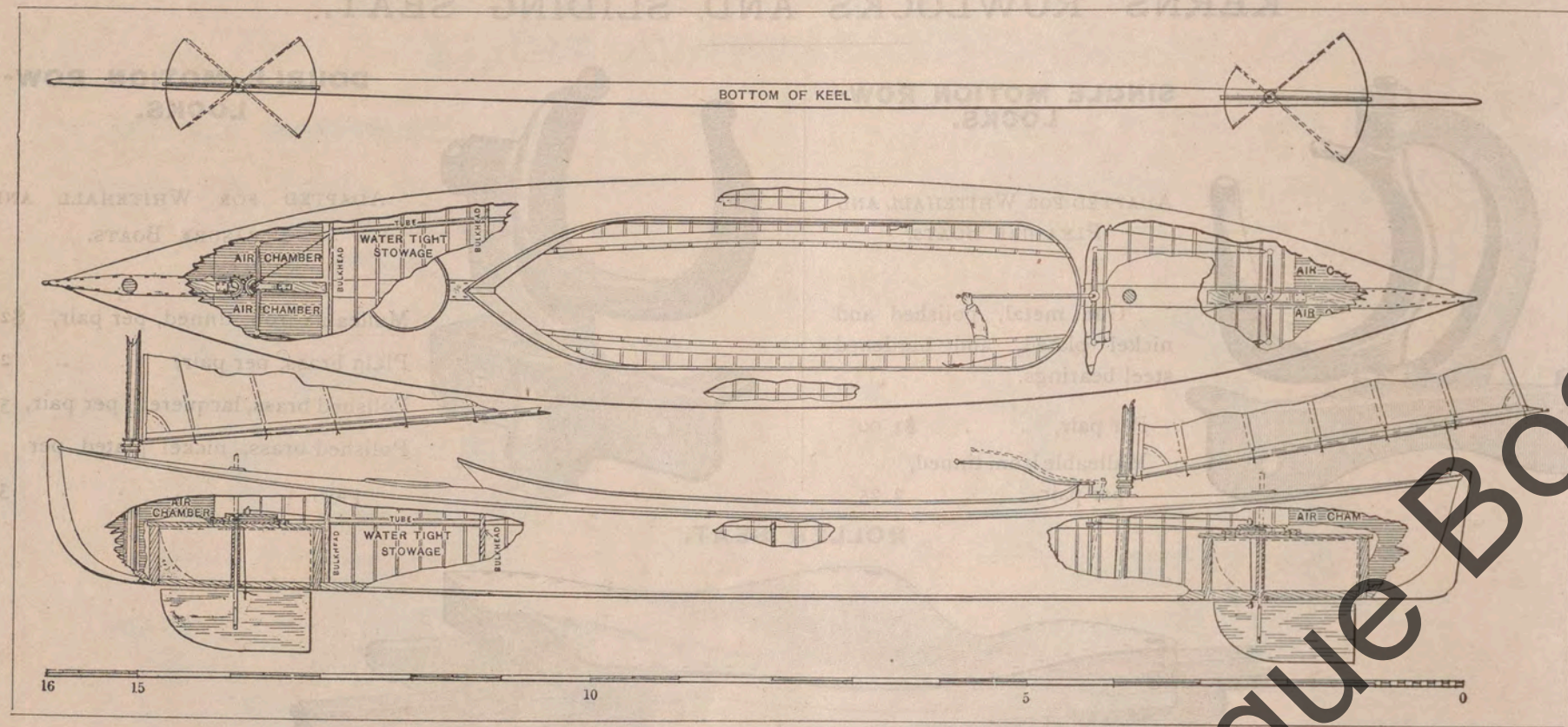


#### ROLLER SEAT.



Rollers and tracks, per set, . . . . \$6 00 | Rollers and tracks with seat mounted, per set, . . . . \$7 25

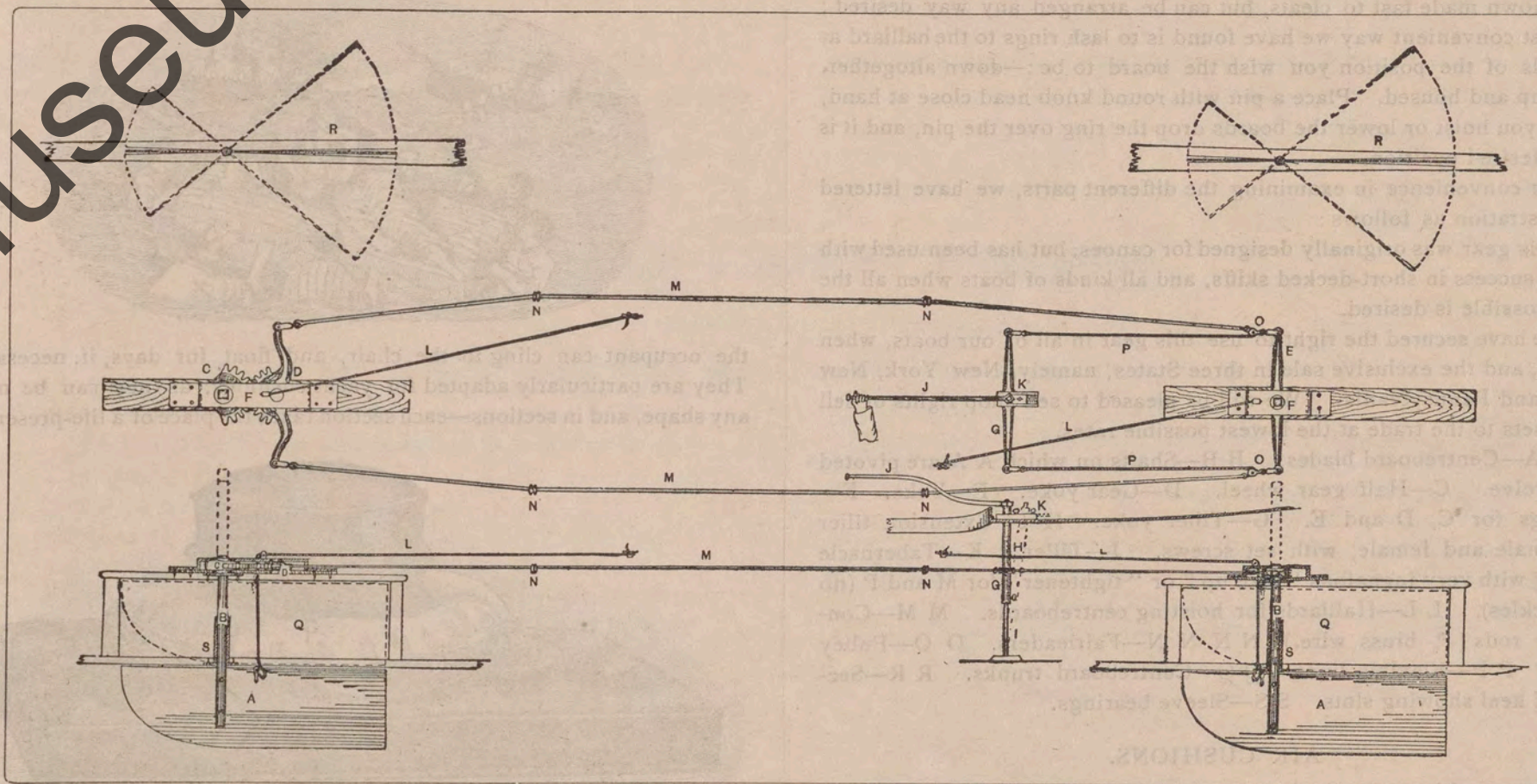
We have the agency for all the goods manufactured by Meany, Kerns and Davis, and can supply the trade at manufacturers' prices.



MARTIN'S PATENT CENTREBOARD STEERING GEAR.

The accompanying illustrations show the gear separately and attached. It has been tried with perfect success in a canoe. Its many advantages are, viz., room in the canoe, does away with the deck gear abominations; perfect compactness when boards are housed; no rudder to be annoyed

with when launching or hauling out on the beach or in the boat-house; stern-post can be made same shape as stem, or any shape desired; floor boards can be laid on the bottom of boat, all the sleeping room the canoe will afford; quick in stays, and for weatherly qualities all it requires is a trial to convince. The sensitiveness of this helm can be readily seen, and also the advantage that can be taken going to wind-



ward in "puffy weather." One-inch movement of the tiller will throw her a point off her course instantly when under slight headway, and can be as quickly brought back.

By raising the forward centreboard  $1\frac{1}{4}$  inches in the trunk, throws it

out of gear with the stern-board, making it an ordinary rigid centre-board; (this is to provide for heavy windward work); or in running free or before the wind, it can be completely housed in the trunk, still allowing the stern-board to revolve and act as a rudder. The halliards we

have shown made fast to cleats, but can be arranged any way desired; the most convenient way we have found is to lash rings to the halliard at intervals of the position you wish the board to be;—down altogether, partly up and housed. Place a pin with round knob head close at hand, and as you hoist or lower the boards drop the ring over the pin, and it is in the desired position.

For convenience in examining the different parts, we have lettered the illustration as follows:

This gear was originally designed for canoes, but has been used with perfect success in short-decked skiffs, and all kinds of boats when all the room possible is desired.

We have secured the right to use this gear in all of our boats, when desired, and the exclusive sale in three States, namely, New York, New Jersey and Pennsylvania. We will be pleased to sell shop rights or sell single sets to the trade at the lowest possible rates.

A A—Centreboard blades. B B—Shafts on which A A are pivoted and revolve. C—Half gear wheel. D—Gear yoke. E—Yoke. F—Bearings for C, D and E. G—Tiller yoke. H I—Extension tiller shaft, male and female, with set screws. J—Tiller. K—Tabernacle bearing with very ingenious "take up" or "tightener" for M and P (no turnbuckles). L L—Halliards for hoisting centreboards. M M—Connecting rods ( $\frac{3}{8}$  brass wire.) N N N N—Fairleaders. O O—Pulley blocks. P P—Flexible lines. Q Q—Centreboard trunks. R R—Sections of keel showing slots. S S—Sleeve bearings.

AIR CUSHIONS.

These cushions are made of rubber vulcanized on strong canvas. They can be made any shape or size and covered with rep, plush, enamel cloth or imitation of any kind of leather. They are also provided with straps so that in case of accident they can be fastened to the person, or when fitted to a boat chair, in case the boat is suddenly upset



the occupant can cling to the chair, and float for days, if necessary. They are particularly adapted for yacht cushions, as they can be made any shape, and in sections—each section takes the place of a life-preserver,



and saves the room occupied by cumbersome cork life-preservers in a small yacht where room is scarce and very desirable.

Price of chair cushions from \$4 00 up, according to cover. Yacht cushions, \$1.50 per square foot—covering extra.

BEST'S PATENT RELEASING ANCHOR.

This device is simple, durable and effective. This anchor has advantages to be found in no other. A simple releasing attachment which obviates all difficulty in hoisting, and overcomes all danger of breaking off flukes or losing anchor through being unable to detach them from rocks, weeds, snags, etc., as often happens in all other anchors. The

flukes, when released, fold straight out from the shank into a compact form, easily stored in very small space, as under seats, etc.

PRICE LIST.

Weight.	Nickel Plated.	Brass Polished.	Brass Dipped.	Galv. Iron.
3 lbs. each,	\$4 50	\$4 00	\$3 50	\$1 75
6 "	6 50	5 50	4 50	2 25

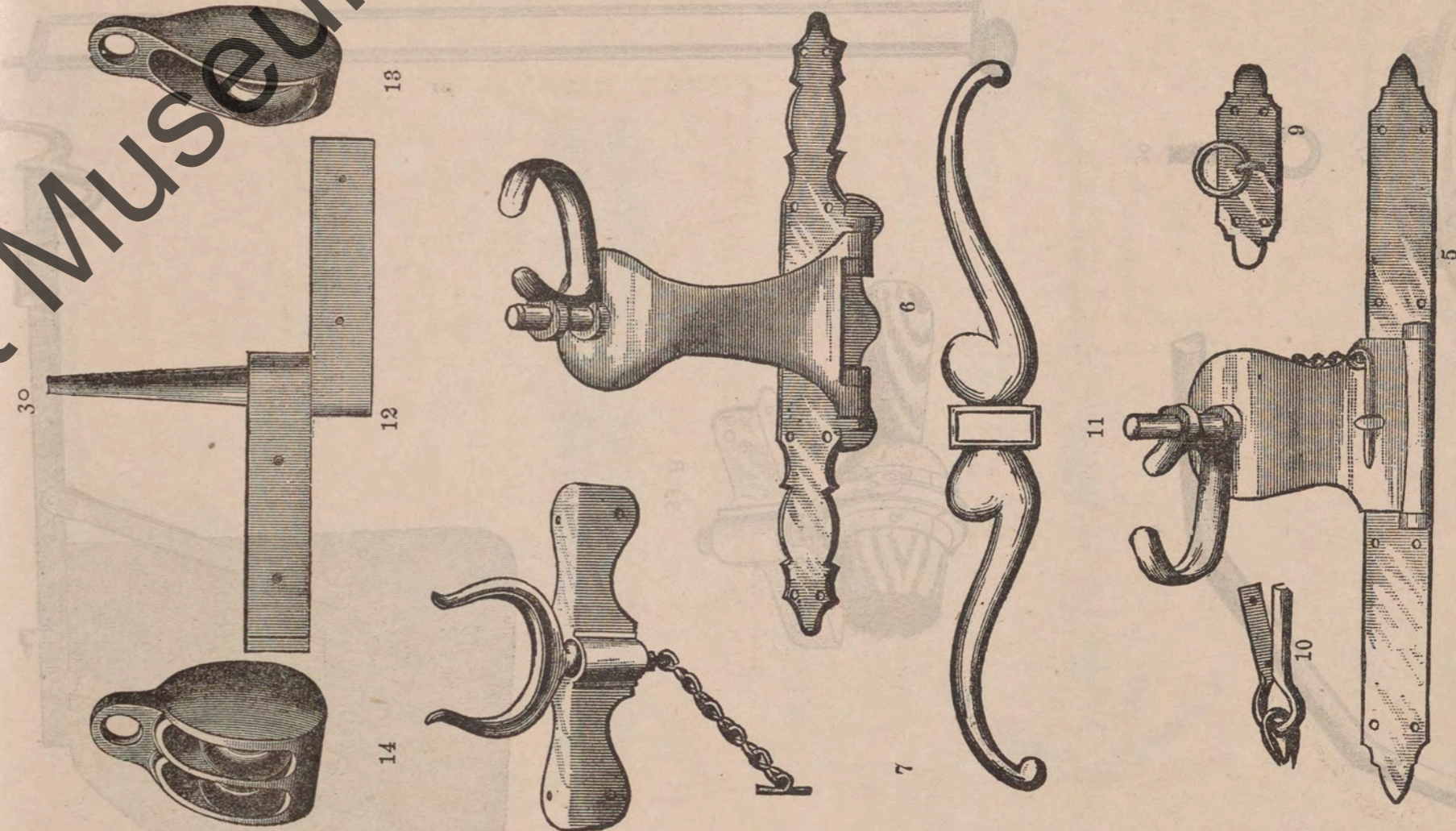
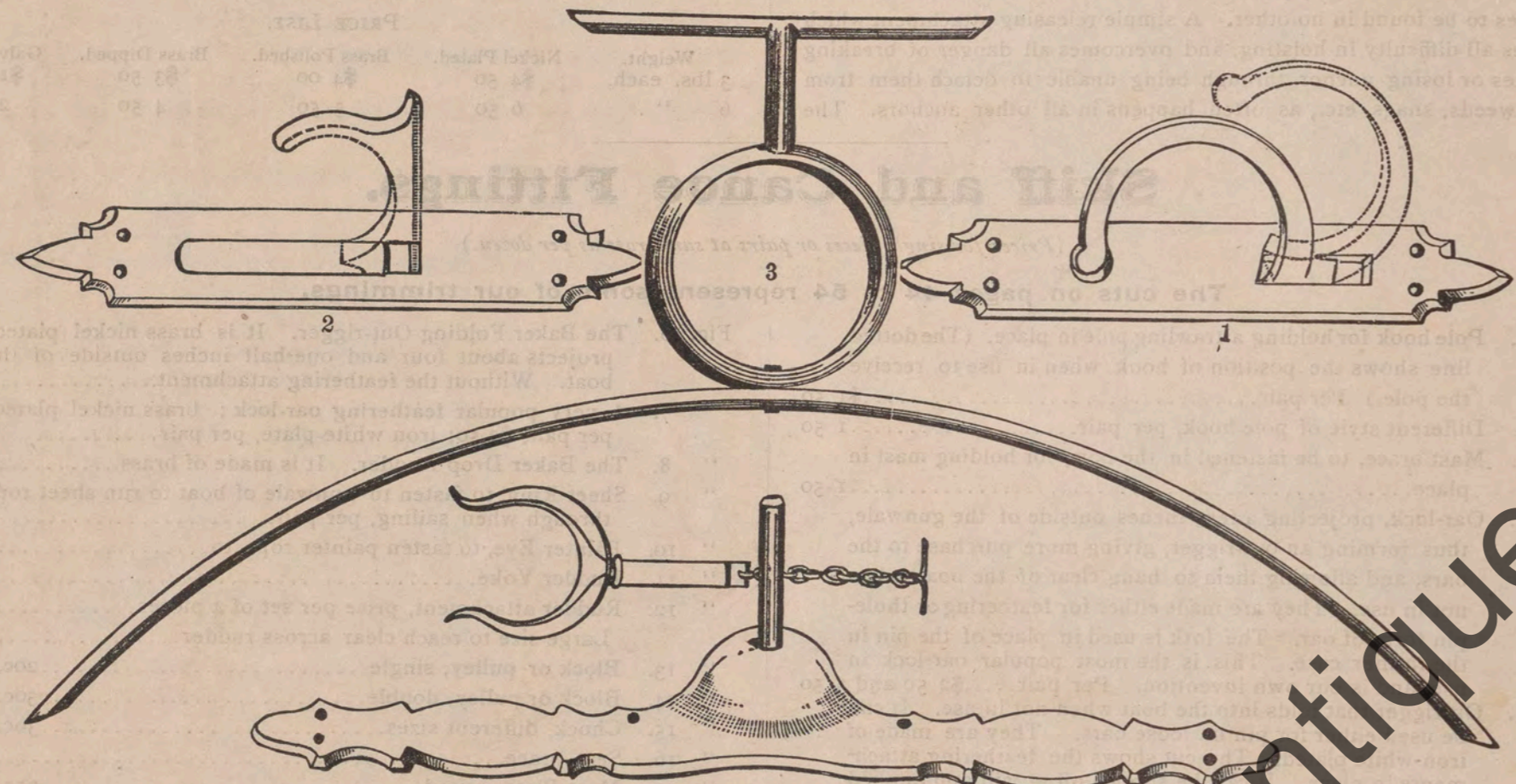
Skiff and Canoe Fittings.

(Prices for single pieces or pairs at same rate as per dozen.)

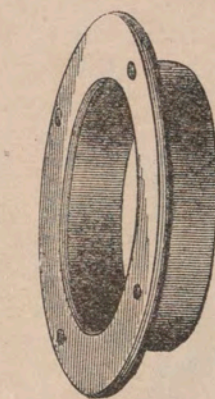
The cuts on pages 44 to 54 represent some of our trimmings.

- Fig. 1. Pole hook for holding a trawling pole in place. (The dotted line shows the position of hook when in use to receive the pole.) Per pair.....\$1 50
- " 2. Different style of pole hook, per pair.....1 50
- " 3. Mast brace, to be fastened in the bow, for holding mast in place.....1 50
- " 4. Oar-lock, projecting a few inches outside of the gunwale, thus forming an out-rigger, giving more purchase to the oars, and allowing them to hang clear of the boat when not in use. They are made either for feathering or thole-pin form of oar. The fork is used in place of the pin in the former case. This is the most popular oar-lock in use, and is our own invention. Per pair....\$2 50 and 3 50
- " 5. Outrigger that folds into the boat when not in use. It can be used either for pin or loose oars. They are made of iron-white plated. The cut shows the feathering attachments in place. It can be slipped off at will and applied to any of our oar-locks. Price of attachments, 75 cents for white plate, or \$1 50 for brass-nickel plated. Oar-locks, per pair..... 4 50

- Fig. 6. The Baker Folding Out-rigger. It is brass nickel plated, projects about four and one-half inches outside of the boat. Without the feathering attachment.....\$5 00
- " 7. A very popular feathering oar-lock; brass nickel plated, per pair, \$2.50; iron white-plate, per pair.....1 50
- " 8. The Baker Drop Rudder. It is made of brass.....6 50
- " 9. Sheet Ring, to fasten to gunwale of boat to run sheet rope through when sailing, per pair.. . . . . 60
- " 10. Painter Eye, to fasten painter rope to..... 30
- " 11. Rudder Yoke.....1 50
- " 12. Rudder attachment, price per set of 4 pieces..... 50  
Large size to reach clear across rudder..... 75
- " 13. Block or pulley, single .....20c. to 40
- " 14. Block or pulley, double.....30c. to 50
- " 15. Chock, different sizes.....30c. to 50
- " 16. Seat brace..... 20
- " 17. Mast Plate, round.....35c. to 50
- " 18. Cleat clutch..... 50
- " 19. Coaming brace..... 10



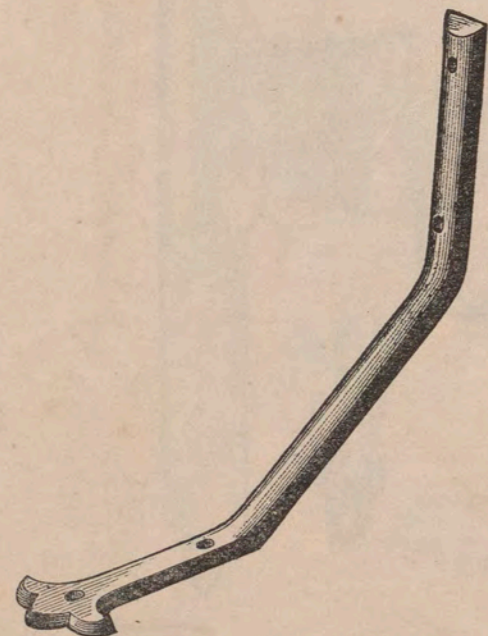
Antique Boat Museum



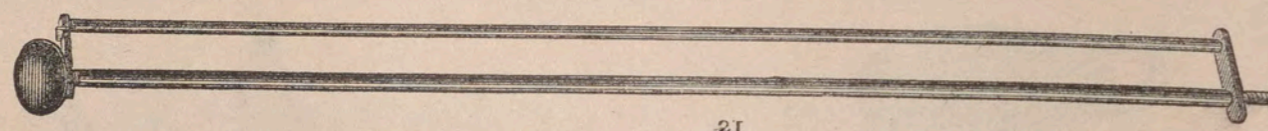
17



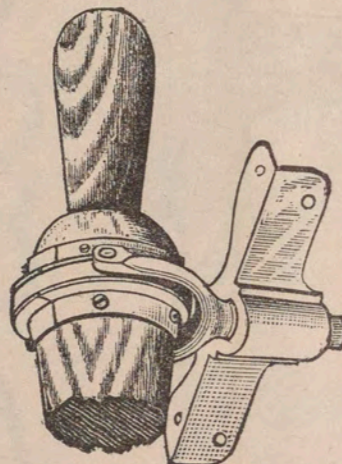
30



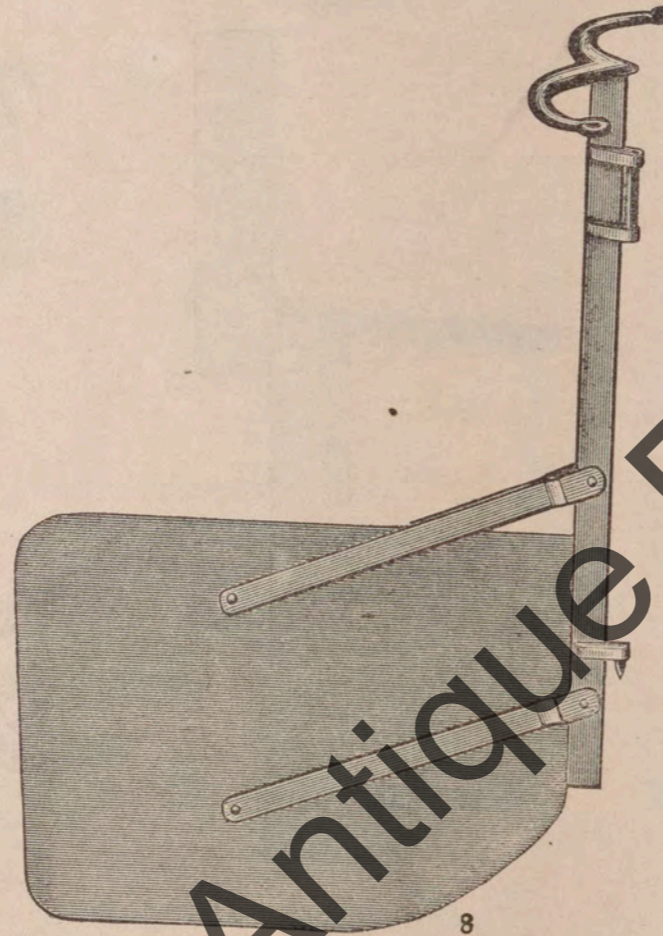
16



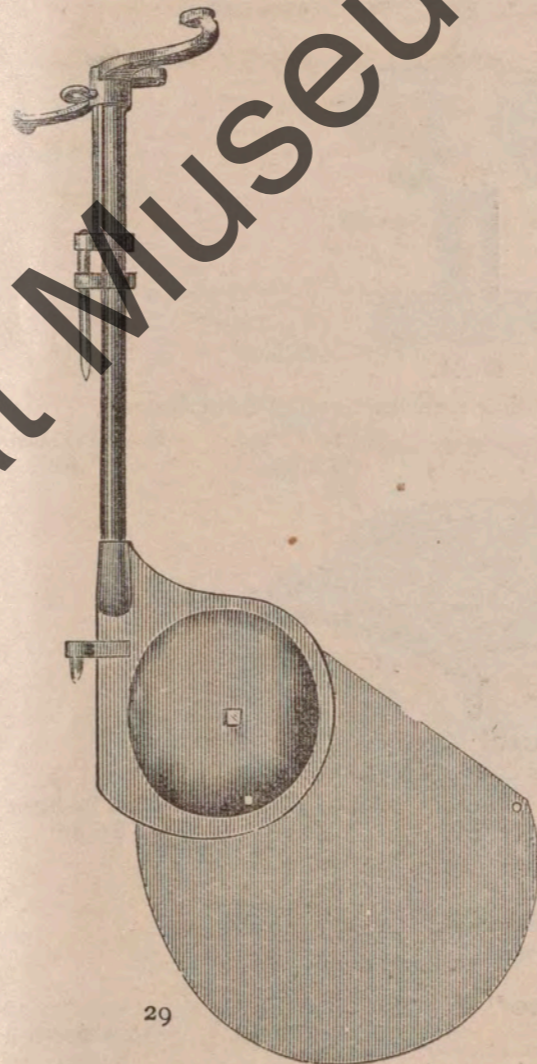
21



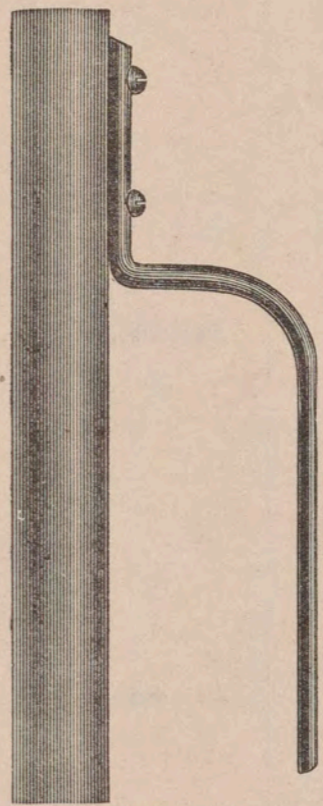
33 B



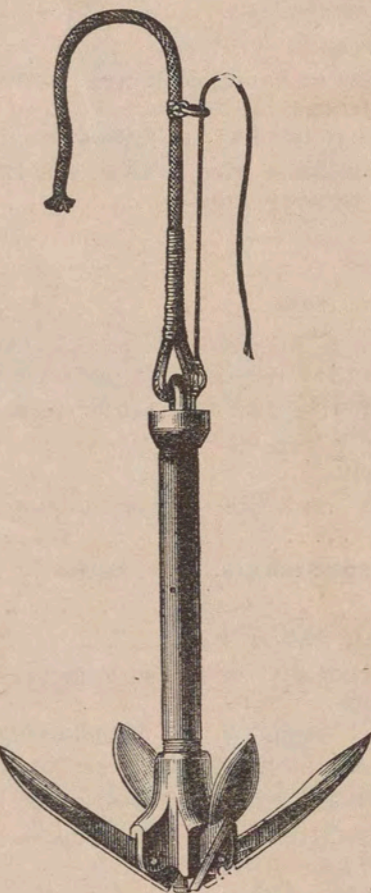
8



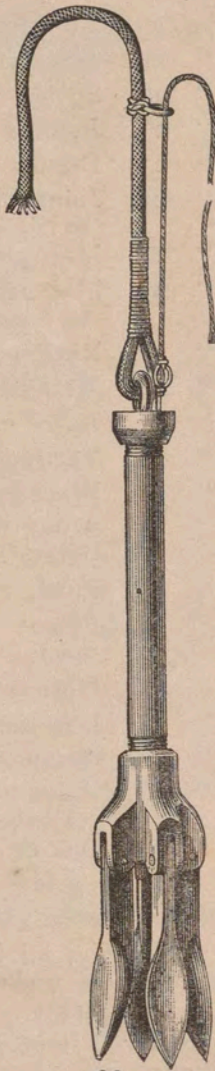
29



23



33



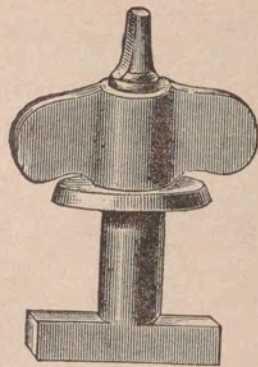
33

- Fig. 20. Connecting ring..... \$ 35
- " 21. Flagstaff and mast-head pin..... 1 00
- " 22. Spring hook..... 10
- " 23. Jaw for boom of lateen sail..... 35
- " 24. Double jaw for sprit sail..... 40c to 50
- " 25. Joint for paddle, mast or boom, diameter, from 3/4 in. to 2 1/2 in.; length, from 6 in. to 8 in..... 50c to 1 00
- " 26. Mast plate, oblong size from 1 3/4 to 3 in. hole, from..... 35c to 50
- " 27. Mast ring, made from brass wire, brazed, size from 3/8 to 3 inches, inside measurement..... 5c to 17
- " 28. Ring bolts..... 30c to 35
- " 29. Metallic drop rudder..... 7 50
- " 30. Screw eyes, all sizes, from..... 10c up.
- " 31. Turnbuckle, "..... 75c up.
- " 32. Brass yacht railing and stanchions. Prices on application.
- " 33B. A new fixed or feathering oar-lock, can be used at will for either a loose or tight oar, nickel plate.... \$4 50
- " 34. Plush cushions, each..... 3 00
- " 35. Patent air cushion and life preserver combinations, each..... 4 00 to 5 00
- " 36. High-back chairs, cane seat and back, each..... 2 50
- " 37. Low-back " " each..... 1 50
- " 38. Oarsmen's cane seat, without back..... 60
- " 39. Black walnut or mahogany rudder with nickel plated attachments, complete..... 5 00
- " 40. Oak or ash rudder with galvanized attachments..... 3 75

These prices are for nickel plated or plain polished brass goods. We have plain galvanized iron and white plated at much lower prices.

We keep all forms of boat trimmings in use, in black iron, white plate, brass, nickel plated and galvanized iron.

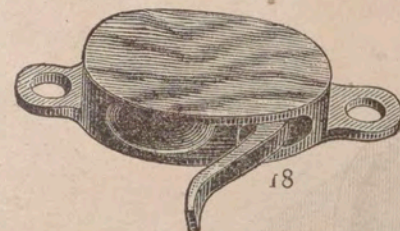
We sell all the patent folding Centreboards. They are made of galvanized steel, plain steel or brass. They can be applied to any boat at any time. Can be had of us at manufacturers' prices.



**Bolt.**

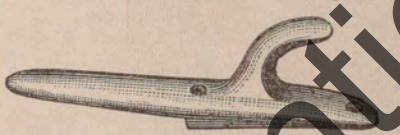
For stretcher or for holding steering gear to floor boards.

Per doz.,	Nickel Plated.	Brass Polished.
	\$6 00	\$5 40



**Clutch Cleat.**  
For dandy sheet.

Per doz.,	Nickel Plated.	Brass Polished.
	\$6 00	\$5 40



**"Blanche" Cleat** (the latest.)

Per doz.,	Nickel Plated.	Brass Polished.
	\$3 60	\$3 00



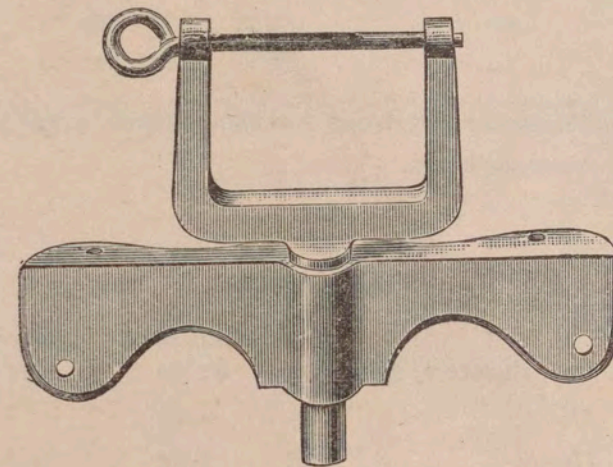
**Tightener or Turnbuckle.**

For taking up slack in rudder chains.

Per doz.,	Nickel Plated.	Brass Polished.
	\$9 00	\$8 40

**Mast Head Pins.**

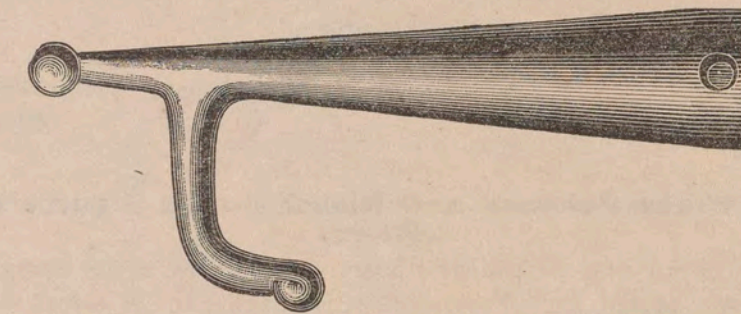
Plain Pin, 6 inches long, per doz.,	Nickel Plated.	Brass Polished.
Pin with nut, 4 inches long, "	\$2 40	\$2 20
Pin with nut is tapped for our Flagstaff.	3 60	3 30



**Tight Rowlock.**

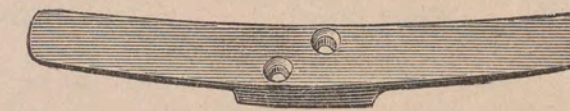
For square oar. Plate same as for feathering lock.

Per dozen pairs,	Nickel Plated.	Brass Polished.
	\$36 00	\$30 00



**Canoe Hook.**

With ball ends, per doz.,	Nickel Plated.	Brass Polished.
	\$12 00	\$10 80



**Jam Cleat.**

4 inches long, per doz.,	Nickel Plated.	Brass Polished.
3 " " "	\$3 00	\$2 80
2 " " "	2 40	2 20
	1 80	1 60

**Common Cleat.**

2 1/2 inches long, per doz.,	Nickel Plated.	Brass Polished.
	\$3 00	\$2 80

**Ferrules.**

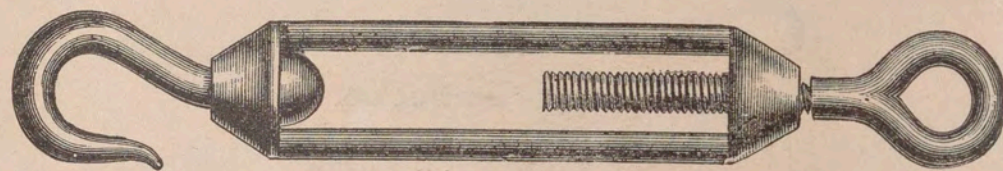
Outside diameter given. All under 1 inch diameter are 3/4 in. long; all over 1 in. diameter are 1 in. long.

3/4, 7/8 and 1 in., per dozen,	Nickel Plated.	Brass Polished.
1 1/8, 1 1/4, 1 3/8 and 1 1/2 in., per dozen,	\$0 75	\$0 65
Larger or smaller sizes to order.	85	75

**Fairleader.**

Leader for dandy sheet.

Per doz.,	Nickel Plated. \$2 40	Brass Polished. \$2 20
-----------	--------------------------	---------------------------



**Cast Brass Polished and Nickel Plated Figures and Letters.**

For numbering and naming boats, boat-houses, street doors, hotel rooms, post-offices, &c. Fasten either with spurs to drive into wood or screws, as desired.

**FIGURES.**

Size.	Nickel Plated.		Brass Polished.	
	Doz.	Gross.	Doz.	Gross.
3/4 inch,	\$0 60	\$7 00	\$0 54	\$6 25
1 "	84	10 00	0 72	8 50
1 1/4 "	96	11 40	0 84	10 00
1 1/2 "	1 08	12 00	0 96	11 40
2 "	1 25	14 40	1 08	12 60
2 1/2 "	2 00	21 60	1 80	19 40
3 "	3 00	34 80	2 75	30 00

**LETTERS.**

Size,	Nickel Plated.		Brass Polished.	
	Each.	Doz.	Each.	Doz.
1 inch,	\$0 08	\$0 90	\$0 07	\$0 80
1 1/4 "	12	1 40	11	1 30
1 1/2 "	14	1 60	13	1 50
2 "	20	2 00	18	1 75
2 1/2 "	25	3 00	23	2 75
3 "	35	4 00	32	3 75

**Tightener or Turnbuckle.**

Diameter of wire in hook and eye given.

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
1/4 in., per doz.,	\$18 00	\$16 80	\$15 00	\$12 00
3/8 " "	24 00	22 20	19 80	15 00
1/2 " "	30 00	27 00	22 20	19 80

Special stem or banging irons for small yachts and launches made to order from wrought brass.

**Eye Bolt.**

Size.	Nickel Plated.	Brass Polished.
5/8 inch eye, 1 inch screw, per doz.,	\$1 80	\$1 00
3/4 " " 1 1/4 " " "	2 40	2 10
7/8 " " 1 1/4 " " "	3 00	2 70
1 " " 1 1/4 " " "	3 60	3 00
1 1/8 " " 1 1/2 " " "	4 80	4 20

Brass Dipped at 20% less than polished. Galvanized iron at one-half price of nickel plated.

**Hand Rail.**  
**STANCHIONS.**

Size.	Nickel Plated.	Brass Polished.
3 in. high, for 3/8 or 1/2 in. tube, per doz.,	\$ 9 00	\$ 8 40
4 " " 3/8 or 1/2 " " "	12 00	10 80
6 " " 3/8 or 3/4 " " "	15 00	13 20
9 " " 3/4 or 7/8 " " "	24 00	21 00
9 " " two rails, " "	30 00	27 00

Larger sizes to order. Estimates on special stanchions furnished upon application.

**Awning Stanchion Sockets.**

Also used for Flag Pole Socket.

Diam. Hole.	Nickel Plated.	Brass Polished.	Gal'd Iron.
1 1/4 inch, per doz.,	\$3 50	\$3 25	\$2 00
1 1/2 " " "	4 00	3 75	2 50
1 3/4 " " "	4 50	4 25	3 00
2 " " "	5 00	4 50	3 50

Larger or special sockets to order.

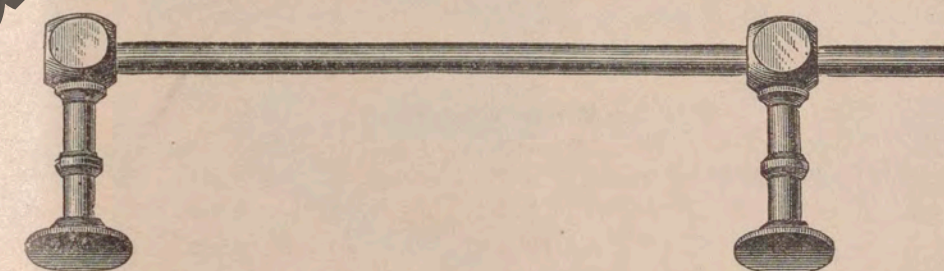
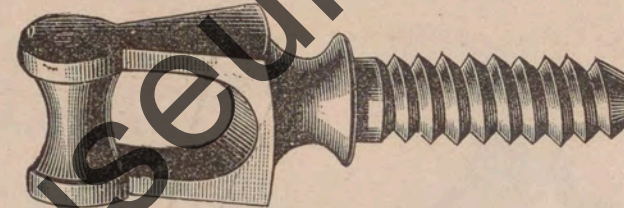
**Blocks or Pulleys (Single).**

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
3/8 in. cord, per doz.,	\$4 20	\$4 00	\$3 20	\$2 40
1/2 " " "	4 80	4 50	3 60	3 00
5/8 " " "	6 00	5 50	4 20	3 60
3/4 " " "	8 00	7 20	6 00	4 50

Double blocks twice price of single. Larger sizes to order.

**Halliard Guides.**

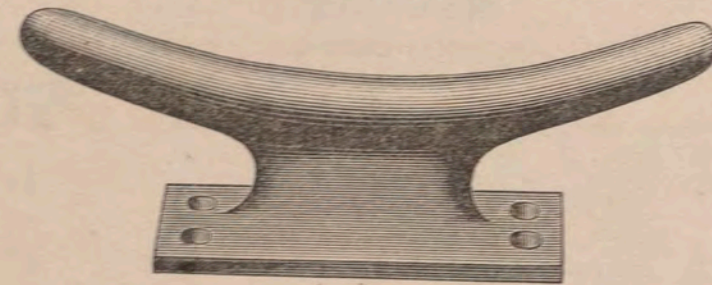
Size.	Nickel Pl't'd.	Brass Pol'd.	Brass Dip.
1/2 inch eye, 1 1/2 inch screw, per doz.,	\$2 40	\$2 10	\$1 80
3/8 " " 1 3/4 " " "	3 20	2 90	2 40
3/4 " " 2 " " "	4 20	3 90	3 60
7/8 " " 2 1/2 " " "	5 40	5 00	4 20



**Hand Rail.**

Size.	Nickel Plated.	Brass Polished.
3/8 inch tubing, per foot,	\$0 25	\$0 20
1/2 " " "	30	25
5/8 " " "	40	35
3/4 " " "	50	40
7/8 " " "	60	50

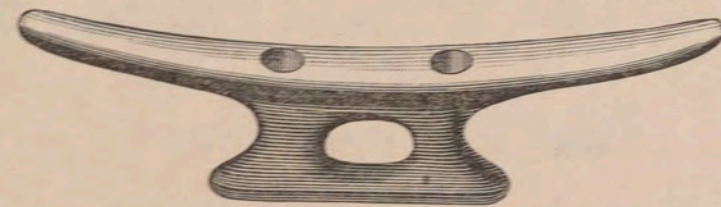
Larger sizes of tubing kept in stock. Forming rails to circles or angles charged extra by the hour.



**Cleats (Square Base).**

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
4 in. long, per doz.,	\$ 4 50	\$ 4 00	\$3 50	\$2 40
5 " " "	6 00	5 50	4 80	3 00
6 " " "	8 00	7 25	6 00	4 20
7 " " "	10 00	9 00	7 20	6 00
8 " " "	12 00	10 80	8 40	7 20

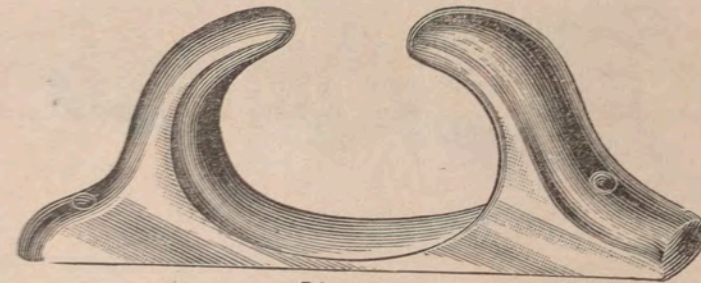
Larger sizes to order.



**Cleats (Open Base).**

Size.	Nickel Plated.	Brass Polished.	Brass Dipped.	Gal'd Iron.
4 in. long, per doz.,	\$ 4 80	\$ 4 20	\$3 60	\$2 70
5 " " "	6 60	6 00	5 40	3 60
6 " " "	8 40	7 80	6 60	4 80
7 " " "	10 40	9 60	8 00	6 60
8 " " "	12 60	11 40	9 00	8 40

Larger sizes to order.



**Chocks.**

Size.	Nickel Pl't'd.	Brass Pol'd.	Brass Dip.	Gal'd Iron.
3½ inches long, per doz.,	\$ 4 20	\$ 3 60	\$3 00	\$2 40
4½ " " "	6 60	6 00	4 80	3 60
6 " " "	12 00	10 80	9 00	6 00
7 " " "	16 20	15 00	12 00	8 40
8 " " "	21 00	18 00	15 00	12 00

Larger sizes to order.

**Bevel Chocks.**

Size.	Nickel Pl't'd.	Brass Pol'd.	Brass Dip.	Gal'd Iron.
3½ inches long, per doz.,	\$ 4 80	\$ 4 20	\$ 3 60	\$ 2 70
4½ " " "	7 20	6 60	6 00	5 00
6 " " "	12 00	10 80	9 00	6 00
7 " " "	16 80	15 60	13 20	9 60
8 " " "	22 80	20 40	18 00	13 20

Larger sizes to order.

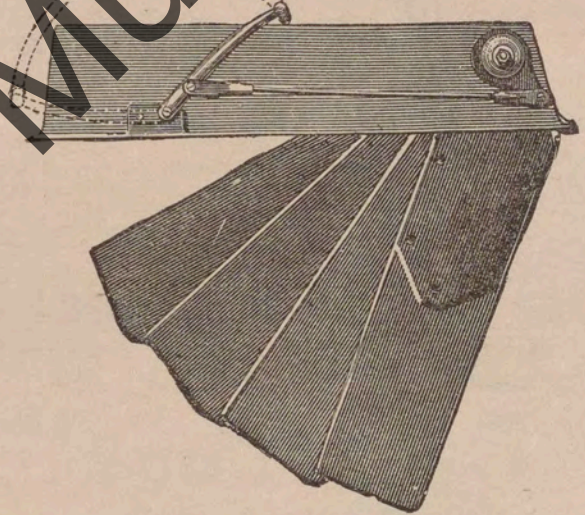
**Stem or Banging Irons.**

Stem or banging irons, made entirely of brass, per pair, \$2 00  
 Made of 3/8 inch half-round brass, above water line, with fancy end for deck and spliced with iron to reach two feet under the keel as a protection for same in dragging boat out upon beach.

Per dozen pair,	Nickel Plated.	Brass Polished.	Iron, White Plated.
	\$15 00	\$15 80	\$12 00

# THE ATWOOD CENTRE BOARD.

## PRICE LIST:



No.	Length.	Width of Sect'ns.	No. of Sect'ns.	Area.	Weight.	Plain Steel.	Galvanized Steel.	Brass.
1	30	6	4	371	17	\$9 00	\$10 50	
2	28	6	4	341	16	8 75	10 00	
3	26	6	4	310	15	8 50	9 75	
4	24	6	4	280	14	8 25	9 50	
5	24	5	4	260	13	8 00	9 25	\$12 00
6	22	5	4	235	12	7 50	9 00	11 00
7	24	5	3	205	11	7 25	8 75	10 00
8	22	5	3	177	10	7 00	8 50	10 00
9	20	5	3	160	10	7 00	8 50	10 00
10	22	4	4	185	10	7 00	8 50	10 00

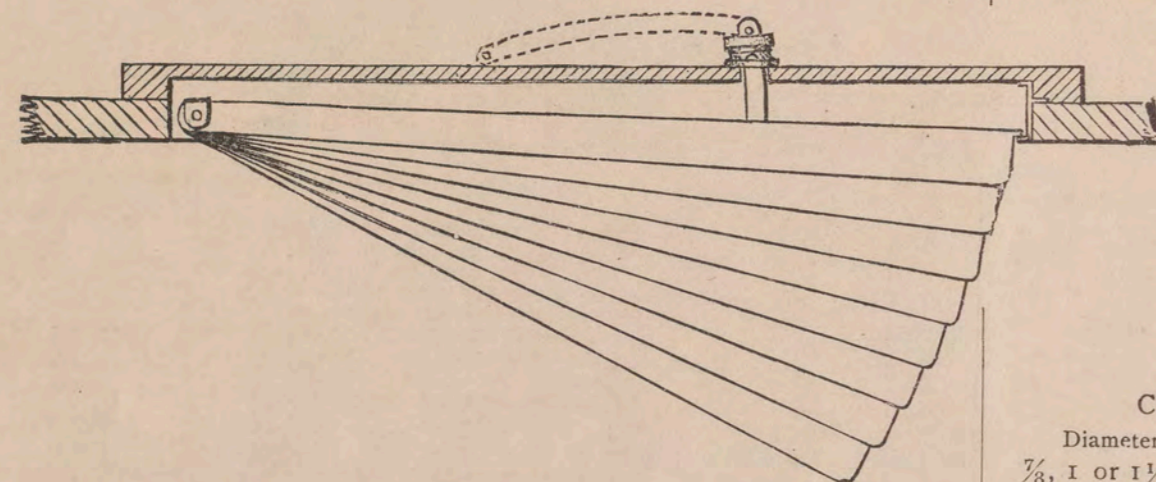
Liberal Discount to Builders and the Trade.

Descriptive Circulars Free. Agents Wanted Everywhere.

ORDER BY NUMBERS AND STATE WHAT KIND OF MATERIAL IS WANTED.

CORRESPONDENCE INVITED.

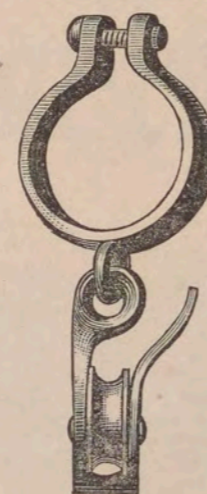
ATWOOD BROTHERS.



**Radix Patent Folding Centre Board.**

No.	Size in inches.	Weight in lbs.	Area in sq. ft.	Width of slot required in keel.	Price.
11	30 x 15	9	1 5/8	1 5/8	\$12 00
12	36 x 18	12	2 1/4	1 5/8	15 00
13	37 x 24	15	4	1 1/4	20 00

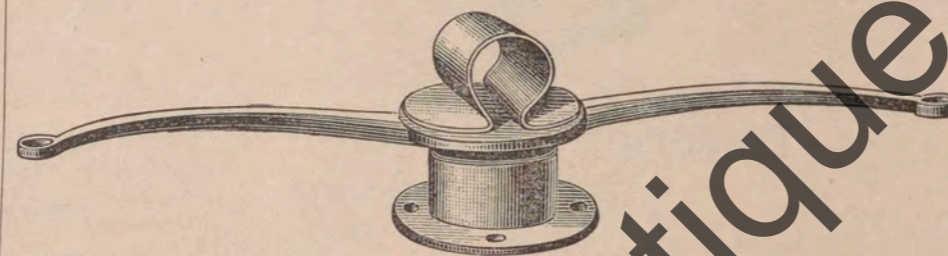
In ordering, give distance from top of keelson to bottom of keel.



**Spar Gear.**

Clamp to go around spar with snatch block attached.

Diameter Clamp.	Nickel Plated.	Brass Polished.
7/8, 1 or 1 1/8 inch, per dozen,	\$7 20	\$6 60
1 1/4, 1 5/8 or 1 3/8 inch, per dozen,	8 40	7 80



**Steering Gear.**

New screw deck gear, with taper socket for tiller.

Per dozen,	Nickel Plated.	Brass Polished.
	\$27 00	\$24 00

**Testimonials.**

Office of Goodwin & Co., New York, September 27, 1884.

Dr. A. BAIN.  
*Dear Sir:*—The six or eight boats in use at Calumet Island the past two years, which were built by you, have proven very satisfactory in every respect. No fault of any kind can be found with them as regards their beauty or strength, and as sea boats they have no superiors. I shall take great pleasure in recommending your boats to my friends.  
 Yours truly,  
 CHARLES G. EMERY.

ONEIDA, New York.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—I don't know how to express my satisfaction with the boat sent. It is *much beyond* my expectation, and really the nicest and best rowing boat I ever was in, and I can only laugh at my *old notions* of a row-boat. It is admired by all who have seen it. One man says, "Isn't she a daisy?" Another says, "Well, that takes the cake of all the boats on the lake!" etc., etc. The natural question is: "*How much did it cost?*" I tell them, "I really don't know, as I have not yet received the bill." I wish you would send a bill so that I can show it. I think you will get some orders *on this one*. There are but few people now at the lake, but it is "noised" about what a nice boat I have, and I shall be very much disappointed if some of them don't want *just such an one as you* have sent me.  
 THOS. CARTER.

SPRING GROVE, Fla., December 3, 1884.

Dr. A. BAIN.  
*Dear Sir:*—I found, on my arrival, that the boat reached here safely, and must say am delighted with it; have tried it in pretty rough sea, and she held her own like a duck. I wish you would ship another pair of oars like the ones we have with the boat, etc.  
 Truly yours,  
 SMITH BROS.

Office of PENN & LEE,  
 SYRACUSE, N. Y., June 10, 1884.

Dr. A. BAIN.  
*Dear Sir:*—We have a very nice letter from Mr. Tucker, and he says, among other very flattering things about the boat, that it will be "a cold day" for the rest of the boats around there.  
 GEO. PENN.

Office of WYOMING SEMINARY and COMMERCIAL COLLEGE,  
 KINGSTON, Pa., October 16, 1884.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—The boat arrived last evening in good condition. It is *perfectly satisfactory*. If when I place it upon the lake I find it as easy rowing and riding as it is good looking, I shall be more than pleased with it. Everything about it appears to be first-class.  
 Very truly,  
 W. L. DEAN.

COOMBS & COMPANY, Iron Merchants,  
 FORT WAYNE, Ind., July 10, 1884.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—I saw my friend a few days ago; he thanked me for writing to you, and said he would undoubtedly take a boat like mine. I now have the boat on the river at my farm, and it is perfectly satisfactory; everybody is delighted with it. Any favors that I can render you in this part of the country I will cheerfully do, and in the meantime would be pleased to hear from you.  
 Yours very respectfully,  
 J. W. COOMBS.

NEW YORK, November 14, 1884.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—It affords me much pleasure to add my words of commendation of your boats to those which you doubtless have already received. I have been at home in river row-boats ever since I can remember, and am familiar with those in use on many waters, both in this and other countries. For the past three summers I have spent nearly every day in one or other of two boats of your make. For use on broad waters like the St. Lawrence, I think your boats are unexcelled. The model is beautiful, the finish is good, the boats are easy to row, swift sailing, comfortable and convenient beyond description. For use on waters kindred in size and nature to the St. Lawrence, I consider them perfectly safe in all ordinary storms, and in any too careless hands.  
 Yours truly,  
 WM. R. STEWART.

NEW YORK, November 5, 1884.

Dr. BAIN.  
*Dear Sir:*—I have great pleasure in being able to testify to the excellence of your work. The boat you built for me last Spring has more than met my expectations, and has been pronounced by all who have seen her as being unsurpassed both in model and finish. I may add that I consider the "St. Lawrence River Skiff" to be *par excellence* the best boat of the kind for the purpose for which it is built.  
 I am yours, etc.,  
 ARTHUR WALLACK.

Office of JAMES H. BLAIR, Banker,  
 SYRACUSE, N. Y., February 8, 1886.

I take pleasure in commending Mr. A. Bain as a gentleman whose "word is as good as his bond." I have ordered a number of boats of him each time leaving it to his honor in selecting the boats and fixing their price. I have every reason for entire satisfaction with his manner of doing business. His boats are superior to any I have purchased in this city or elsewhere, in model, finish and durability.  
 JAMES H. BLAIR.

United States Office of "THE" LONDON NEEDLE COMPANY,  
NEW YORK, November 12, 1885.

Dr. A. BAIN.  
*Dear Sir:*—I received the boat O K, and lots of fun my boys have had with it. They only took it out of the water yesterday. It is the handsomest boat on the Harlem River, and is the admiration of all who see it. I told you when I bought it that we have two boats, but the boys will not use them now at all since your boat came down. You may depend on it that I will put in a good word for your boats *wherever I can*, as we are very much pleased. Yours very respectfully,  
J. T. ROSENHEIMER.

COMMERCIAL TRAVELERS' ASSOCIATION,  
SYRACUSE, N. Y., July 12, 1887.

A. BAIN.  
*Dear Sir:*—Maj. Abel G. Cook, of this city, informs me that you manufacture row-boats, and that he purchased one from you which was very satisfactory. Can you sell me a boat like the one you sold Mr. Cook? If so, for what price, and how soon can you ship it to Syracuse? I will give you Mr. J. T. Hubbard, of your place, as reference. If I buy a boat of you I want it as soon as possible.  
Very respectfully,  
J. WILL PAGE.

Office of WRIGHT, RAY & Co.,  
DULUTH, Mich., May 2, 1886.

Dr. BAIN, Clayton, N. Y.  
*Dear Sir:*—We have one of your boats which we bought a year ago, and would like to know what the expense would be for two pairs of best spoon oars, with round oar-locks instead of pin, which boat has now for one pair only. The boat has been much admired here, and we are much pleased with it. It hardly shows its year's usage, and was well built.  
Truly yours,  
CHESTER D. WRIGHT.

Office of H. S. BULL & Co.,  
ALBANY, N. Y., January 27, 1886.

Dr. A. BAIN, Esq., Clayton, N. Y.  
*Dear Sir:*—Through the courtesy of Mr. Geo. H. Corp, we have been placed in communication with you, and are in receipt of your catalogue. The writer has spent several seasons at the Thousand Islands, and knows well the value of the St. Lawrence Skiff. For some six years past he has spent from four to six weeks each summer at Lake George, and although there are several thousand pleasure boats on it, yet there is not one that he has yet seen approaching the St. Lawrence River Skiff in style and usefulness.

The first time we are up your way, which may be soon, we will come to Clayton and talk the matter over. We shall have the boat so finished that it will be an advertisement to the maker and a matter of pride to the owner. In fact, we want a boat at a fair outlay, that will stand alongside of any boat on the lake.

Yours truly,  
H. S. BULL.

WILKES-BARRE, Pa., July 5, 1887.

Dr. A. BAIN.  
*Dear Sir:*—I received the boats in good order and was much pleased with them. Please send me catalogue and price list for boats and oars. Hoping to hear from you soon.  
W. W. FINCH.

SCHENECTADY, N. Y., May 14, 1887.

Dr. A. BAIN.  
*Dear Sir:*—Your letter about boat just received. I have been talking it over with my father, and we think it will just about do. I want it shipped here. I will pay the freight on delivery.

There are two or three boats just received from Sprague these last two weeks, and I had been advised to get mine there, but my father was so much pleased with the boat he got from you four years ago that I am going to get mine the same place. Send soon as possible.  
I remain, yours truly,  
WALTER McQUEEN, Jr.

FIRST NATIONAL BANK,  
PALATKA, Fla., July 15, 1887.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—The Skiff came to hand yesterday. I have delayed writing you, waiting its receipt. While we cannot help being pleased with the boat, the price is larger than the young men I ordered the boat for feel that they can afford to pay, as the freight alone was fifteen dollars. I am perfectly familiar with your boats, having used them in Central New York, and it was on my advice that the boat was ordered from you.

I took particular pains in making the order plain, and the boat ordered would have answered every purpose, although it would not, of course, have been the handsome craft that they now have. You should have advised me before shipping.

In view of these facts, as a compromise, I enclose you my check for eighty-five dollars in settlement, which will make the boat cost one hundred dollars, all that the young men can afford to pay, and is splitting the difference with you. I trust that this will be satisfactory.  
Respectfully,  
H. G. PAINE.

Office of WM. STRUTHERS & SONS,  
PHILADELPHIA, Pa., June 14, 1887.

Dr. A. BAIN, Clayton, N. Y.  
*Dear Sir:*—Having arrived from Florida, and not needing the boats purchased from you, I sent them to auction. The bid for the ninety-five dollar boat, was one hundred and seven and one-half dollars, and on the one hundred dollar boat, was one hundred and five dollars, making a clear profit of seventeen and one-half dollars. I merely write to inform you of this, and to let you know what the Philadelphia market thinks of your boats.  
Very respectfully,  
WM. STRUTHERS & SONS.

LAKE, Pa., August 26, 1885.

Dr. A. BAIN.  
*Dear Sir:*—The boat came to Wilkes-Barre the second day after I wrote you. It is here at the lake now, and we tried it to-day. It is satisfactory in every way. If I can be of any service in selling your boats here I shall be glad to do so. I shall recommend them to any one wanting a boat.  
Very truly yours,  
ANDREW HAULOCK.

BURLEIGH HOUSE, TICONDEROGA, N. Y., June 7, 1886.

Dr. A. BAIN.  
*Dear Sir:*—The boat arrived last week during my absence from home. She is greatly admired by all, and I have no doubt I could sell a number of your boats on the Lake if you can get a reasonable rate for freight.  
Yours truly,  
S. L. WHEELER.

NORTH BEACH HOTEL,  
NORTH BEACH, CEDAR LAKE, Ind., June 11, 1886.

Dr. BAIN.  
*Dear Sir:*—I got my boat from station, six miles from here, yesterday, and to say that I am well pleased with it freely expresses my opinion. It is a daisy, floriculturally speaking. 'Tis the envy and admiration of all the natives here, and they come in flocks to see it. I want you to send sail and centreboard, contract rate, and ship same. Haven't your letters here but think that is all I lack.  
Respectfully,  
A. B. BRADEN.

Office of A. B. BRADEN,  
LAFAYETTE, Ind., August 21, 1886.

Dr. A. BAIN.  
*Dear Sir:*—I have mislaid your letter giving instructions for attaching centreboard to boat, also cannot find catalogue. I wish you would please forward another catalogue and duplicate instructions for putting in centreboard. By giving this your immediate attention you will greatly oblige,  
Yours truly,  
A. B. BRADEN.

UTICA, N. Y., September 1, 1887.

Mr. BAIN.  
*Dear Sir:*—I saw one of your row-boats at Oneida Lake that belonged to a Mr. Owens, of Utica. I was much pleased with it, and as I intend to buy a boat this winter I thought I would write you for a catalogue. If it costs anything let me know, and I will forward the amount by return mail.  
Yours truly,  
A. L. JONES.

Office of NATIONAL YEAST COMPANY,  
SENECA FALLS, N. Y., July 24, 1886.

Dr. A. BAIN.  
*Dear Sir:*—The sail came all right; enclosed find six dollars to pay for it. When in Clayton, Mr. Vincent said that you used some boat preparation for the outside; something different from shellac. Will you please send me enough to give my boat a coating on the outside. Also send me a few of your catalogues of boats and boat-trimmings. The boat I bought of you is a "daisy," and I am very proud of her. No trouble to beat all the skiffs around here—either rowing or sailing.  
Please let me hear from you soon, and oblige,  
Yours truly,  
W. T. SEYMOUR.

(From the "Commercial Traveler.")

The fame of the Thousand Islands Skiffs is almost world-wide, and everywhere they are recognized as superior to all others in beauty, style, finish, and above all, in safety. The great boat-building works of A. Bain & Co., at Clayton, are really one of the sights of the Thousand Islands, and as much worthy a visit as any other object of interest. It is a sufficient guarantee of the excellence of these boats that their sales double every year. New shops and store-houses have had to be added year by year, and an increased number of workmen. No one who lives near the water or spends the Summer on lake or river, should be without one of A. Bain & Co.'s boats. The prices are so reasonable that, at renting rates, a single season's use will almost pay for a first-class boat. Purchase can be made by correspondence with every assurance that the order will be filled to perfect satisfaction.—*J. Will Page, Editor.*

340 BROADWAY, New York, May 24, 1888.

Messrs. A. BAIN & Co.  
*Gents:*—The boat arrived in good shape. I am pleased with it, and thank you for having sent me such a handsome one. She is pronounced by all to be the finest boat on the Harlem. Use me as a reference if you like.  
Yours truly,  
[Signed] J. G. DUFFY.

COOPER UNION, NEW YORK, May 25, 1888.

Messrs. A. BAIN & Co.  
*Gents:*—I have just used the "ideal" boat you built for me, and I wish to say she is a "dandy." Never was I more comfortable in a boat than in this one. She is stiff, weatherly, easily managed, and about as safe as they can be made. Beside all that, she is very handsome to look at, and is well built. We have boats on the Lake, built at Canton, Syracuse, Ogdensburg, New York City, Saranac and other places, but the verdict is that the Clayton (BAIN & Co.) boat is the best built of them all. The modifications of the St. Lawrence Skiff are "just right." I feel that my money was well invested, and I hope that the general admiration of the boat may result to your advantage. Consider me that "rara avis," a thoroughly satisfied customer. Perhaps it may please you to know that the boat arrived at the Lake without a scratch or blow. If we never meet in this world, I would like to see you in "that better land." For a firm better than their word is so rare.  
Yours truly,  
[Signed] EDWIN YOUNG.

Office of DETROIT HUNTING AND FISHING ASSOCIATION,  
LAKE ST. CLAIR FLATS, Mich., May 22, 1888.

A. BAIN & Co., Clayton, N. Y.  
*Gentlemen:*—My boat (with the two others) received some days ago, but until recently it has been too cold to "take a sail." I have given it a good trial and all who saw it pronounced it the finest boat ever brought to our "Flats." I am not much of a sailor, but as a row-boat, I have never handled its equal. I hope that many members of our club, which is composed of 200 of the best citizens of Detroit, will buy your boats, as I should like to see them take the place of anything we have ever had so far. It is the universal verdict of members of our club, who have seen it, that your \$40 boat is the best they ever saw for the money.  
Yours truly,  
F. B. DICKERSON.

READING, BERKS, ENGLAND, July 10, 1888.

*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 any one 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.

EARLE'S HOTEL, COR. CANAL AND CENTRE STS., NEW YORK CITY,  
AND "NORMANDIE" SUMMER HOTEL,  
NORMANDIE BY-THE-SEA, NEAR SEABRIGHT, N. J., June 5, 1888.

Messrs. A. BAIN & Co., Clayton, N. Y.  
*Gentlemen*:—Yours received, dated June 2d, and in reply would state that your boats have arrived and have been taken out of the cars, and I must say that they are very beautiful and are exciting a great deal of admiration in my neighborhood. I shall put them into the water next week, when I will write you more fully.  
Yours truly, [Signed] FERDINAND F. EARLE.

ALBANY, N. Y., Aug 2, 1888.

Messrs. A. BAIN & Co.  
*Dear Sirs*:—Canoe boat duly received. She certainly is a very handsome piece of work and a very pretty model. I enclose check for amount of account. Many thanks for getting her here in time.  
Yours truly, ROBERT SHAW OLIVER,  
Ex-Commodore A. C. A.

FORT GATES ON THE ST. JOHN'S RIVER, FRUITLAND, Fla.

Messrs. A. BAIN & Co.  
*Gents*:—My steam yacht has arrived. She got here on Sunday afternoon; was unloaded from the cars at Jacksonville on Wednesday last. I think she is a "daisy," and the "Pauline" (skiff) beats the world. Everyone who has seen them says they are the handsomest craft they have ever seen on the St. John's River. My captain steamed me up the river several miles on the day she arrived to show me how nicely she worked, and pleased me very much. I enclose you cutting from the Florida *Times-Union*, giving an account of the launching of your launch "Delphi."  
Yours resp'y, J. MUNROE TAYLOR.

(From "Florida Times-Union," Jan'y. 18th, 1888.)

One of the handsomest steam launches ever brought to Jacksonville arrived here last Saturday, and was launched yesterday from the dock adjoining the Waycross depot. It is the "Delphi," owned by Mr. J. Munroe Taylor, the well-known saleratus manufacturer, of Water Street, New York, being built expressly for Florida waters.

A representative of the *Times-Union* went on board of her during the afternoon, and through the kindness of G. Spencer, the master of the boat, was shown through, and the different parts explained to him. Her dimensions are 35 ft. 9 in. over all in length, 7 ft. 6 in. beam, and 2 ft. 8 in. depth of hold. Only the choicest woods were used in her construction, with highly finished nickel and polished brass trimmings. The motive power is furnished by a 4 horse-power kerosene engine, situated about centre of boat, and occupying but a small space.

A small skiff, which is a part of her equipment, is a marvel of beauty. There are used in the construction of this boat several different kinds of wood, which are dovetailed in a manner which is near perfection. Patent oars and oar-locks are supplied; also a small sail which can be used when needed. Every particle of metal in the small boat is brass, plated with highly polished nickel.

Both the above boats were built by A. Bain & Co., of Clayton, Jefferson Co., N. Y. Mr. Munroe Taylor owns a large boat-house, with a palatial residence, boat-house, and wharves, at Fort Gates, about thirty-five miles above Palatka, and the "Delphi" is for use at this place. She has a carrying capacity for all that will be needed. Captain Spencer will have steam up this afternoon or to-morrow, and will leave the last of the week for Fort Gates.

January 22, 1889.  
To 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, A. Bain. Having used the boat two seasons, 1887-1888, 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, 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.)  
WATERVILLE, N. Y.

"QUAKER CITY BARGE CLUB," SCHUYLKILL NAVY,  
FAIRMOUNT PARK, PHILA., July 12, '88.

Messrs. A. BAIN & Co.

*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, an 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 correspondents 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 FLIESCHMANN,  
Philadelphia, Pa.

P. O. Box 114.

HOTEL NORMANDIE, NORMANDIE BY THE SEA, NEAR SEABRIGHT, N. J.,  
AND EARLE'S HOTEL, COR. CANAL AND CENTRE STS.,  
NEW YORK, August 30th, 1888.

Messrs. A. BAIN & 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.

## Walton House Hotel,

THOUSAND ISLANDS,

CLAYTON,

N. Y.

(Terminus of R., W. & O. R. R.)

LARGEST HOTEL IN CLAYTON.

Has Fine View of St. Lawrence River and Islands.

IS WELL PROTECTED AGAINST FIRE.

Oarsmen with good boats, fishing tackle, etc., always  
in attendance.

Hotel opens May 15th.

TERMS, - - - \$2.50 to \$3.00 per day.

S. D. JOHNSON,  
PROPRIETOR.

## MEANEY'S

### Improved Metallic Roller Sliding Seats

FOR

Shells, Barges, Working Boats, Sculls or  
Row-boats.

WELL KNOWN TO THE ROWING WORLD.

PRICES:

1 Slide, Set, Complete, with Seat, - \$7 00  
" " " without Seat, - 6 00

SPECIAL PRICES TO BOAT CLUBS ORDERING A QUANTITY AT A TIME.

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

SOLE AGENTS FOR JEFFERSON AND ST. LAWRENCE COUNTIES.

THOUSAND ISLANDS.

RIVER ST. LAWRENCE.

# HUBBARD HOUSE,

CLAYTON, N. Y.

Lovers of delightful scenery, pure air and excellent fishing, will find every facility afforded them at this house.

Experienced oarsmen, with first-class boats and fishing tackle, always in attendance.

**FISH PACKED AND SHIPPED FOR PARTIES WHEN DESIRED.**

The table supplied daily with fresh vegetables and milk from the HUBBARD HOUSE FARM.

STABLES, LIVERY, ETC., IN CONNECTION WITH HOTEL.

The Best Commercial House in Clayton.

JAS. T. HUBBARD, PROPRIETOR.

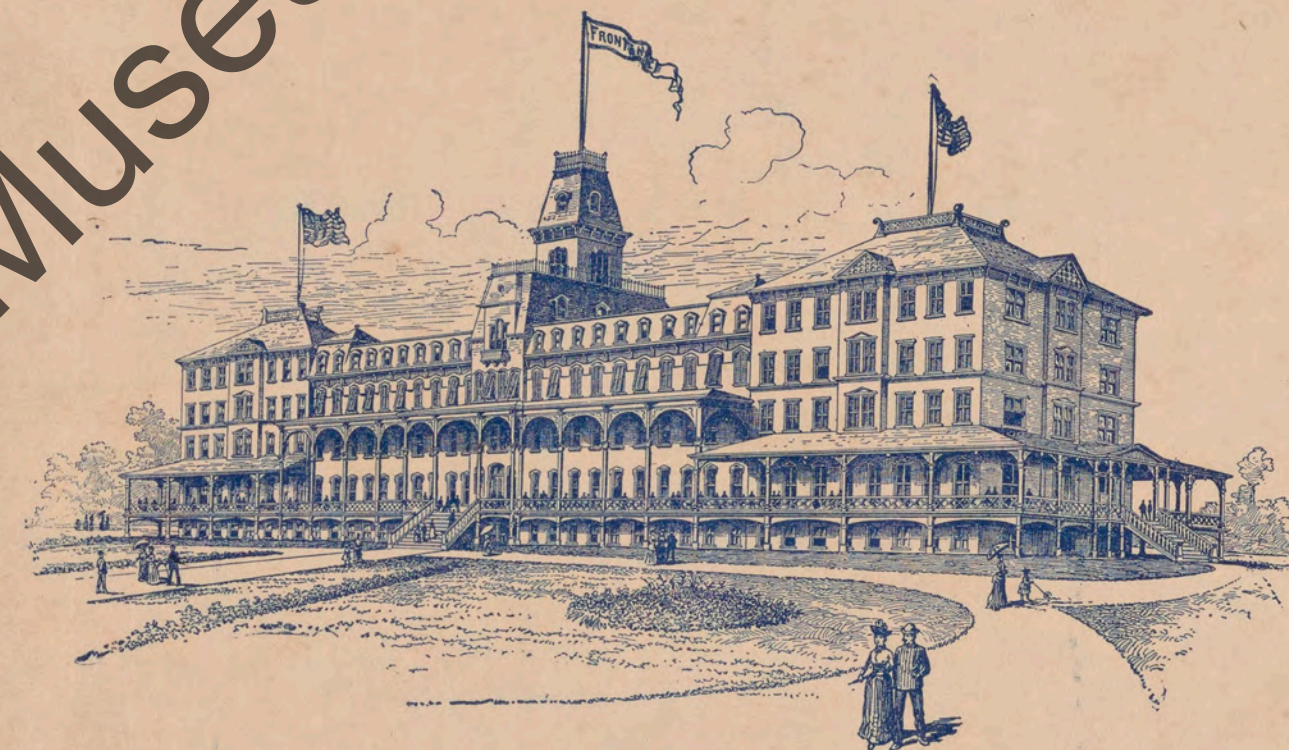
# THE \* FRONTENAC,

Formerly Round Island House,

## ROUND ISLAND,

Thousand Islands of the St. Lawrence.

ONE MILE FROM CLAYTON.



For Illustrated Pamphlet and Prices address,

E. D. DICKINSON, Manager of the Hotel,

ROUND ISLAND, JEFFERSON CO., N. Y.

This extensive Hotel is situated in the near vicinity of some of the best fishing points among the islands. It has been greatly enlarged, re-furnished and generally improved. It opens in June under new management. Good boats and boatmen. Anglers and their families will find this the most desirable house upon the river. Rates moderate.

# ROME, WATERTOWN AND OGDENSBURG RAILROAD.

GREAT HIGHWAY <sup>AND</sup> FAVORITE ROUTE  
FOR  
FASHIONABLE PLEASURE TRAVEL.

ONLY  
ALL-RAIL ROUTE TO THE **Thousand Islands**, THE THOROUGHFARE FOR  
TOURIST TRAVEL.

SOLID TRAINS FROM  
**NIAGARA FALLS** TO

\*\*\*\*\*  
**THOUSAND ISLANDS**

Carrying elegant Sleeping Cars and making immediate connection at Clayton without transfer, with powerful steamers of Richelieu & Ontario Navigation Co., for Montreal, Quebec and River Saguenay, passing all of the Thousand Islands and running all of the

**RAPIDS OF RIVER ST. LAWRENCE**

BY **DAYLIGHT.**

Also carrying elegant new Wagner Palace Car Co.'s Sleeping Cars by the all-rail line without change from Niagara Falls to **Portland** and **Bar Harbor, Maine**. Passing through the heart of the White Mountains and the far-famed White Mountain Notch by daylight,

**VIA FABYAN'S, WHITE MOUNTAINS,**

And making immediate connections at Portland for Old Orchard Beach, Kennebunkport, and all the popular

**Sea-Coast Resorts of Maine.**

**SOLID TRAINS** from Rochester, from Syracuse, from Utica, to Clayton, Thousand Islands, connecting with Steamers for Alexandria Bay and all St. Lawrence River Resorts.  
PARLOR CARS ON DAY TRAINS. SLEEPING CARS ON NIGHT TRAINS.

**ROUTES AND RATES FOR SUMMER TOURS.**

**A** BEAUTIFUL book of 180 Pages, profusely illustrated, contains maps, cost of tours, list of hotels, and describes over 400 Combination Summer Tours via Thousand Islands and Rapids of the St. Lawrence River, Saguenay River, Gulf of St. Lawrence, Lake Champlain, Lake George, White Mountains, Portland, Kennebunk, Boston, New York, and all Mountain, Lake, River and Sea-Shore resorts in Canada, New York and New England. It is the best book given away. Send ten cents postage to General Passenger Agent, Oswego, N. Y., for a copy before deciding upon your summer trip.

**E. S. BOWEN,**  
*Acting General Manager.*

**THEO. BUTTERFIELD,**  
*General Passenger Agent, Oswego, N. Y.*