

LAUNCHES.

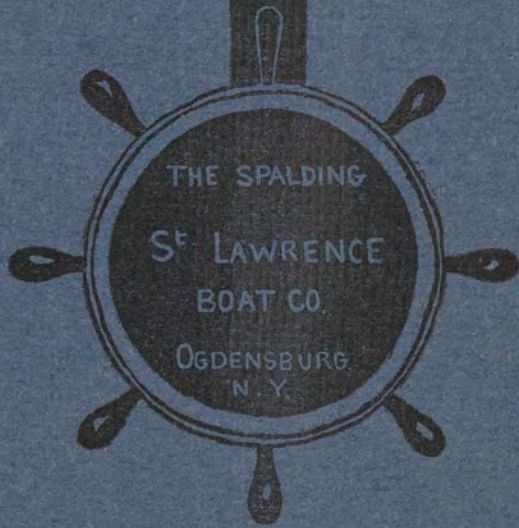
HUNTING LAUNCHES.

POWER TENDERS.

CRUISING LAUNCHES.

&c.

1901



Antique Boat Museum

LAUNCHES

1901 LIST

OF

THE SPALDING
S T . LAWRENCE
BOAT COMPANY
OGDENSBURG, ST. LAWRENCE CO., N. Y.

A. G. SPALDING, PRESIDENT.
J. G. FRASER, MGR. AND TREAS.
J. W. CURTISS, SECRETARY.

HUNGERFORD-HOLBROOK CO., WATERTOWN, N. Y.

Special Notice

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We build High Grade Davit Boats, viz.:

DINGHYS, GIGS,

POWER-TENDERS,

CUTTERS, LIFEBOATS.

Special estimates submitted on receipt of application.

Our HOLLOW SPRUCE SPARS are exceedingly light, reliable, strong and rigid.

Send for Pamphlet No. 4 which contains much information concerning Hollow Spars, also Price List, etc.

We are the Original Designers and the only builders of the genuine

FAMOUS ST. LAWRENCE RIVER SKIFF,

for rowing, or combination rowing and sailing.

Illustrated Catalogue No. 6.

CEDAR and CANVAS COVERED PADDLING CANOES.

Send for Illustrated Catalogue No. 5.

RACING AND CRUISING SAIL YACHTS.

Estimates on Application.

OGDENSBURG, March, 1901.

In presenting this catalogue to our patrons we offer our assurance that after close investigation and practical tests of a large number of motors for small pleasure launches, we have finally concluded that those as described in the following pages, are the best and most desirable on the market, in point of reliability, effectiveness of operation, simplicity of manipulation, and absolute safety.

Our readers will please bear in mind that we are tied down to no particular make or makers of motor. We do not manufacture marine motors. We will equip our hulls with any make of engines our customers may prefer. At the same time, be it understood, that we highly recommend the motors described in this catalogue, having proved them such as we can thoroughly and conscientiously endorse. We are not financially interested in any one make of motor, but aim to equip our launches with the best machinery that can be found.

No Government Inspection or Licensed Engineer or Pilot Required for any Motors Described Herein

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Antique Boat Museum

Our Hulls

As described herein, are the best possible models that we and others can produce. We do not confine our work to our own designs, but have employed some of the best known and most successful marine architects of the present day to get out the plans of most of the launches described herein.

WE BELIEVE OUR REPUTATION FOR HIGH GRADE WORK IS SECOND TO NONE.

WE USE IN OUR HULLS ONLY THOROUGHLY SOUND, SEASONED, and SELECTED TIMBER, THE BEST THAT THE LUMBER MARKET AFFORDS.

Our workmen are the best and most expert mechanics that wages can command. **It is a generally recognized fact in the boatbuilding trade that we pay a higher rate of wages than any other firm in our particular line.**

We do not claim to make the lowest priced boats on the market. On the contrary, our aim is, and always will be, to EXCEL IN ANY PARTICULAR TYPE OF CRAFT WE BUILD;—THAT OUR BOATS SHALL BE AS NEAR PERFECTION IN EVERY DETAIL AS SKILL CAN PRODUCE.

We do not pretend to compete with some of the low-priced launches offered. We will not turn out so called "cheap" inferior work.



Our Trade Mark,

So well known by boating men, as shown here, is affixed in the shape of a bronze shield to the bow deck of every boat built by us, and is in itself a guarantee of the excellence of the boat to which it is attached.

Prices.

The following prices are strictly net, except WHEN CASH TO THE AMOUNT OF ORDER ACCOMPANIES SAME, WE MAKE A SPECIAL DISCOUNT OF FIVE PER CENT.

TERMS.

Except in the above case, twenty-five per cent. of amount of order must accompany same. Balance to be paid when Launch is completed and ready for shipment.

The above Terms are positive, except in such cases that different arrangements may be agreed upon before the placing or acceptance of order.

Instruction.

Personal instruction as to the operation of motors, will be given to purchasers when desired, at our works, but when customers desire our employes to go elsewhere for that purpose, we charge for time, and travelling and living expenses while away.

Shipments.

Small boats and launches, up to 16 feet or 18 feet in length can generally be loaded in box cars. A launch up to about 35 feet long can be loaded on a flat or gondola car, but longer than 35 feet requires loading on two cars. We load boats f. o. b. cars, but if wood covering or housing is built over boats, we charge customer for the actual cost of labor and material for same.

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

In all Cases

(Unless by special arrangements beforehand) OUR PRICES ARE FOR BOATS AT OUR WORKS, or F. O. B. The N. Y. C. & H. R. R. R. (Rome, Watertown & Ogdensburg Branch) OR LAUNCHED IN THE ST. LAWRENCE RIVER AT OGDENSBURG, N. Y.

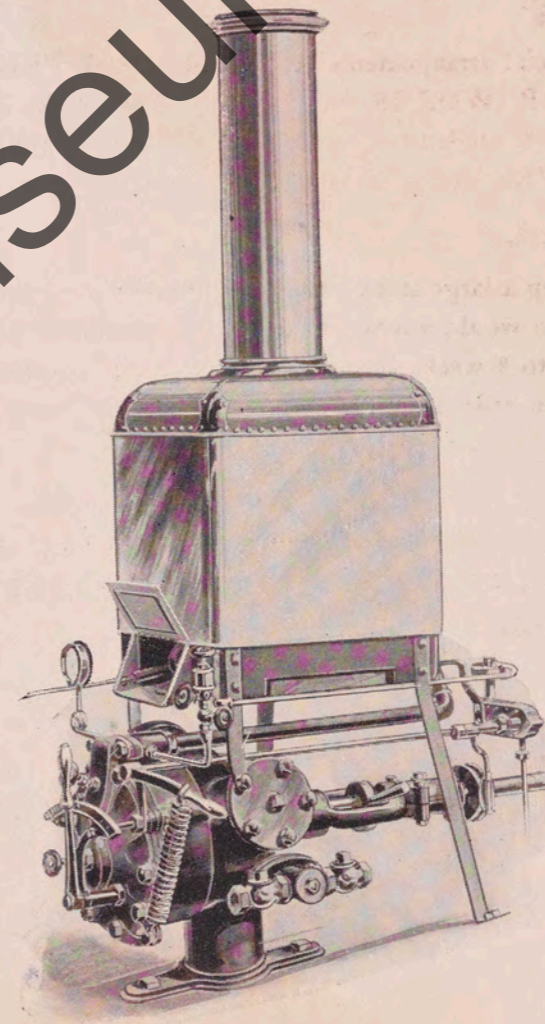
Order Ahead.

We cannot keep a large stock of all the different sizes and grades of these launches on hand, so would advise intending purchasers to place orders, when possible, at least 6 to 8 weeks ahead of time same are required for use. Sometimes we can build to order and deliver a launch in much less time than that, but it is always advisable for a customer to place order well ahead of date he requires to use same.

NO GOVERNMENT INSPECTION OR LICENSED ENGINEER OR PILOT REQUIRED FOR ANY LAUNCHES WITH MOTORS DESCRIBED HEREIN.



THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.



5 HORSE-POWER ALCO-VAPOR MOTOR.

ALCO-VAPOR LAUNCHES.

THE ALCO-VAPOR MOTOR can be started in from two to six minutes, after which it works in a perfectly **automatic manner**, requiring absolutely no attention, except to slow down or increase speed, reverse or stop, which manipulation is of the simplest possible character.

Starting.

When pressure gauge shows 30 lbs. pressure, the moving of lever to "Ahead" or "Astern" starts motor in full operation.

Reversing.

With the instantaneous reversing lever, the launch, even when running at full speed, can be stopped within her own length.

Compactness.

The motor is of such a compact type that it can be placed in the after end of cockpit of the ordinary launch, thus allowing all the forward space for seating capacity.

Points of Merit.

- No gears to rattle.
- No damper to regulate.
- No Government inspection.
- No disagreeable vibration.
- No Licensed Engineer or Pilot required.
- No slight, delicate parts to get out of order.
- Fuel can be procured in any part of the civilized world.



30-FT. ALCO-VAPOR LAUNCH.

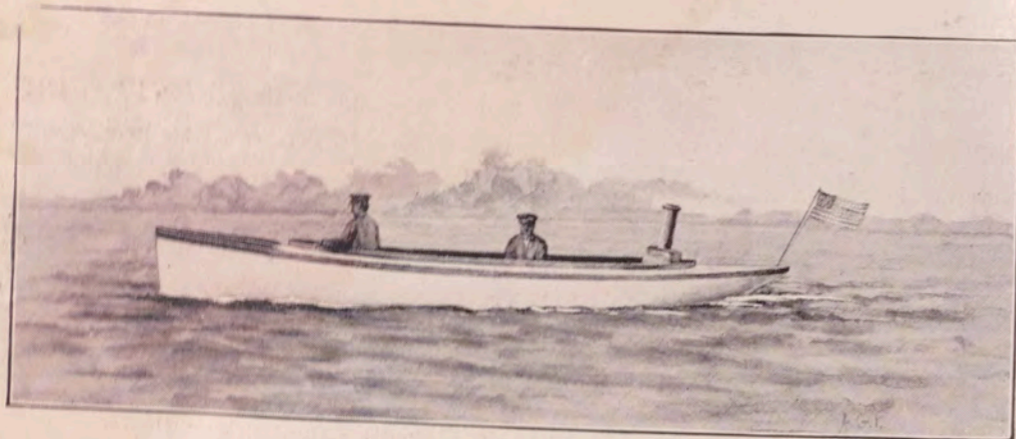
As water is not used for expansion, the Alco-Vapor Launch is as adaptable for salt water use as for fresh water.

AN ADVANTAGE OF THE ALCO-VAPOR SYSTEM is, that as alcohol is used expansively for power, it has the property of expanding at a comparatively low temperature. The boiling point of water is 212 degrees Fahr., but of wood alcohol 153 degrees Fahr.

So that should one commence to create pressure at 153 degrees, by the time the temperature is increased to the boiling point of water, there is 15 lbs. pressure. Owing to the low boiling point of alcohol it is unnecessary, in starting the Alco-Motor, to work the liquid out of the cylinders by hand, as is necessary in some other motors, for immediately there is 30 lbs. pressure, the engine starts without further manipulation, and owing to the small amount of heat required, one can fearlessly place one's bare hand on the casing of the engine when running at 100 lbs pressure.

Wood alcohol is not a dangerous fuel, for it combines with water, and should any of it by any remote chance escape to the floor of hull, the fact that there is generally a small quantity of water in the bilge of the motor space eliminates any likelihood of fire, besides which the watertight bulkhead (with which we usually separate the main cockpit from motor bed) effectually prevents any alcohol from getting into the main part of boat. As the alcohol is condensed and used over and over again, the same lot that is placed in the tank and system at the commencement of the season will, with the addition of perhaps from one to two gallons every month or two, last for a full season.

Alco-Vapor Launches.



25-FOOT LAUNCH.

WE BUILD LAUNCHES WITH ALCO-VAPOR MOTORS, IN TWO GRADES, VIZ.: A and B AS FOLLOWS:

GRADE A.

Keel, oak; stem, natural crook hackmatack; sternpost, deadwoods, clamps, knees, etc., oak; frames and floortimbers, oak or second growth rock elm; planking, oak garboards and lapstreaks; balance white cedar, smooth ("scarvel and-caulked") construction; FOUR WATERTIGHT BULKHEADS, viz: one at either end of kerosene tank under bow deck, one separating motor space from main cockpit, and one under stern deck; PLANKSHEERS, PARTNERS, COMBINGS, DECKS, SEATS and GENERAL INSIDE FINISH, MAHOGANY; cockpit seats paneled beneath, as lockers, with lids on top, seats at machinery space, with lockers for tools; floorboards, white ash or oak, with centre section removable; machinery bed well bolted to frames and floor timbers, and lined on

top with sheet brass or copper; FASTENINGS of hull and all woodwork, brass, copper and bronze; planking, frames, floor timbers, etc., copper riveted and burred.

Fittings and Furnishings.

BRONZE RUDDER and SKAG; brass and mahogany STEERING WHEEL at bow deck, ditto at machinery space, both connected by bronze wire rope or chain to bronze tiller under stern deck; polished bronze deck CLEATS, CHOCKS and FLAGPOLE SOCKETS; two FLAGPOLES; six cork filled leather FENDERS; one set of engineer's TOOLS; one brass BOATHOOK on oak staff; polished bronze STEMBAND; set of CUSHIONS, cork, hair or felt filled, covered with Pegamoid, corduroy or leather.

Finish.

Interior of planking, frames and all invisible woodwork with two coats marine paint; outside of planking below L. W. L. three coats copper paint; planking above L. W. L. three coats yacht's white enamel; fancy scroll at bow and "cove" along top streaks, carved and gilded; decks, gunwales, combings seats, paneling and interior of cockpit, three coats of natural color spar varnish.

Material.

Sound, selected and thoroughly seasoned

Workmanship

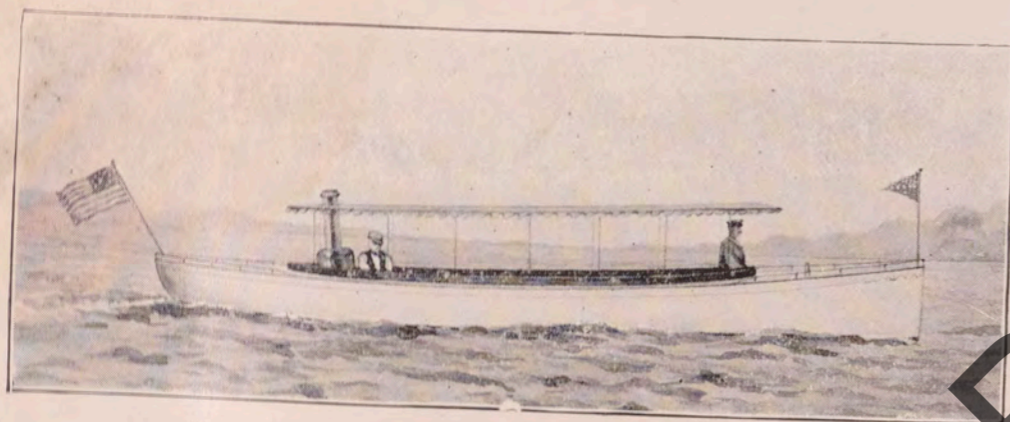
Of the highest grade throughout.

GRADE B.

SAME AS GRADE A, AS PER FOREGOING DESCRIPTION, WITH THE FOLLOWING VARIATIONS AND EXCEPTIONS:

QUARTERED OAK to be substituted for mahogany; scroll and covering and gilding omitted; cockpit seats plain slatted gratings instead of panels; lockers omitted. While the material, workmanship, finish, etc., are all thoroughly good in every detail, same not quite as high grade as in A.

Prices of Alco-Vapor Launches.



35-FOOT ROUND STERN LAUNCH.

Length Over All	Beam	Alco-Vapor Motor	Grade A.	Grade B.
20 feet	5 ft.	2 H. P.	\$ 650 00	600 00
24 feet	5 ft. 3 in.	2 H. P.	750 00	700 00
24 feet	5 ft. 4 1/2 in.	3 H. P.	825 00	775 00
25 feet	5 ft. 6 in.	5 H. P.	1,000 00	950 00
28 feet	6 ft. 9 in. to 6 ft.	7 H. P.	1,400 00	1,350 00
30 feet	6 ft. 3 in. to 6 ft. 6 in.	7 H. P.	1,450 00	1,400 00
35 feet	7 ft. to 7 ft. 3 in.	12 H. P.	2,200 00	2,100 00

SPECIAL NOTICE.

We have a number of different models in the foregoing sizes. CAN FINISH EITHER OVERHANGING, SQUARE "RAKING," OR SHAFT, ROUND STERN TYPE at prices quoted herein.

Correspondents in ordering, will kindly fully state their requirements as to speed, seating capacity, draught etc., required.

Included with the Alco-Vapor Motor are copper tanks for kerosene oil and alcohol, bronze shaft and propeller, brass piping, automatic pumps, and all necessary appurtenances.

POWER WHISTLE, with tank, etc., Thirty Dollars (\$30.00 extra).

HUNTING LAUNCHES.

(One grade only.)

Length

33 feet; beam, 8 feet; draught, about 26 inches. SQUARE STERN MODEL. High grade construction and finish.

Hull

Oak keel, frames, floor timbers, etc.; hackmatack stem and sternpost; steam bent frames; planking, white cedar, copper riveted and burred; seams, well caulked and payed with marine composition.

Decks

Sheerplanks and partners, mahogany; deck planks, oak strips, yacht laid, blind fastened and payed with marine glue.

Cabin

Length, ten feet; sides, mahogany; roof, white cedar, covered with painted canvas; trimmings, mahogany; three (opening) lights at forward end; four fixed plate-glass lights at each side; combination bronze grating and glass ventilator on

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

interior finish in white enamel and gilt; patent water closet partitioned off
er end of cabin; cockpit interior fitted with wide seats (for berths), each side
aving lockers beneath; closet for dishes, etc.

Cockpit

(Between cabin and machinery space.) About nine feet long, fitted with
seats and lockers and grated floor; mahogany finish, varnished natural color.

Capacity

Our 33-foot Hunting Launch has sleeping accommodations for five persons
in cabin and seating capacity for ten in cockpit.

The sizes of cabin and cockpit can be varied to meet the requirements of
customers.

Machinery

One 7-horse-power Alco-Vapor Motor, complete with bronze shaft and pro-
peller; copper oil and alcohol tanks; brass power whistle.

Fastenings

All copper, bronze and brass.

Equipment

Removable awning for cockpit; brass steering wheel at forward end of cabin
and brass steering lever in cockpit; bronze rudder; patent folding anchor and
cable; two boathooks; two flagpoles and sockets; six leather and cork fenders;
bronze deck cleats and chocks, etc.; one brass oil and bilge pump; ice chest
(under seat in cockpit); one "Primus" cooking stove; carpet to cabin floor.

Finish

Planking, with three coats marine paint and one coat enamel; cabin exterior,
decks, seats, cockpit, etc., finished natural color with three coats spar varnish.

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Material

Sound, selected and seasoned throughout.

Workmanship

Highest grade

Price

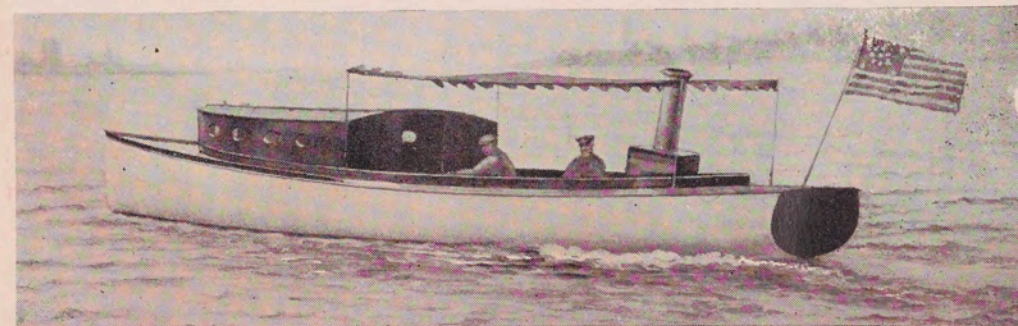
F. O. B. R. R. at Ogdensburg, N. Y., Twenty-eight Hundred and Fifty
Dollars (\$2,850.00.)

Other Sizes

Length.	Beam.	Alco-Vapor Motor.	Cabin.	Price.
25 feet	7 ft.	5 H. P.	8 ft.	\$2,250.00
27 feet	7 ft. 3 in.	5 H. P.	8 ft. 9 in.	2,450.00
30 feet	7 ft. 10 in.	7 H. P.	8 ft. 9 in.	2,700.00
38 feet	8 ft. 10 in.	7 H. P.	10 ft.	3,000.00
38 feet	8 ft. 10 in.	12 H. P.	12 ft.	3,700.00

Option

Overhang stern, instead of square stern model, can be furnished, same
lengths, etc., as above, at same prices.



38-FOOT HUNTING LAUNCH.

Yachts' Power Tenders.

We have made a special study of this branch of the business.

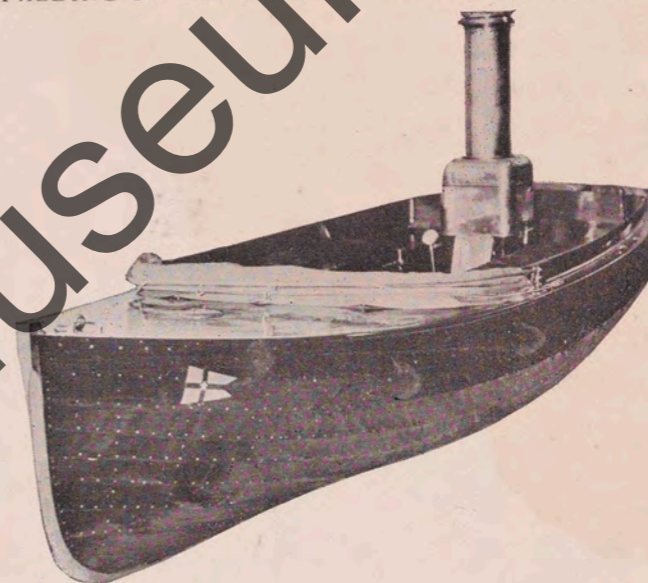
A YACHT'S LAUNCH, to be a success, must combine with great strength and rigidity, LIGHTNESS, sea-going qualities, ease in handling and good carrying capacity.

We are using with great success, for our yachts' launches a special method of construction which enables us to produce minimum weight with great strength and durability.

Extremely fine workmanship is absolutely essential for this type of craft, which meets with hard usage, is subjected at times to great strains, and hangs at davits fully exposed to all kinds of atmospheric conditions and oftentimes to extreme hot climates; therefore must be put together with great care in order to insure permanent tightness. In fact there is no class of boat which should receive more expert work in construction than the yacht's launch, built for actual service in all kinds and conditions of climate and weather.

As a power, the Alco-Vapor motor is specially desirable for a yacht's launch, for it is light, compact, and can be placed well aft in the cockpit, besides which kerosene and alcohol can be obtained easily in any port, and the carrying of same does not affect a yacht's insurance.

We specify herein a few sizes of power tenders. We, however, can furnish any size or type that may be required, and will be glad to submit estimates and specifications for other sizes.



We build these power tenders in one grade only.

Length.	Beam.	Alco-Vapor.	Price.
16 feet	4 ft. 8 in.	1 H. P.	\$ 700 00
17 feet	4 ft. 9 in.	1 H. P.	725 00
17 feet	5 ft.	2 H. P.	800 00
18 feet	4 ft. 9 in.	1 H. P.	750 00
18 feet	5 ft.	2 H. P.	825 00
20 feet	5 ft. 3 in.	3 H. P.	1,000 00
24 feet	5 ft. 3 in.	3 H. P.	1,185 00
25 feet	5 ft. 6 in.	5 H. P.	1,350 00
26 feet	5 ft. 9 in.	7 H. P.	1,750 00
30 feet	6 ft.	12 H. P.	2,750 00

Variations

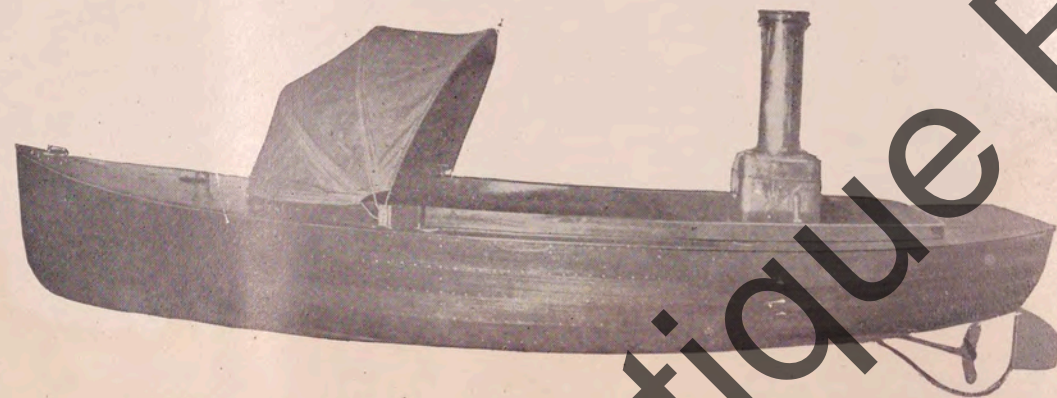
Planking of WHITE CEDAR instead of mahogany or Spanish cedar, at following reductions:

16 feet and 17 feet tenders	\$15 00 less
18 feet, 19 feet, 20 feet, 21 feet, and 22 feet	20 00 less
24 feet and 25 feet	25 00 less
30 feet	50 00 less

We also build Yachts' Gigs, Rowing Tenders, Sailing and Rowing Life-boats, Cutters, Market Boats; fully described in our book, entitled "To Yacht Owners, Concerning Yachts' Boats." (Mailed on receipt of application.)



30-FOOT (2-COCKPIT) POWER TENDER, \$2,750.



16-FOOT YACHT'S POWER TENDER, \$700.00. SEE PAGE 17.

Special Square Stern, Very Light Draught, Fast Alco-Vapor Launches, for River and Inland Lake Use.

Some Details

Our 18 to 30-foot River Launches, as illustrated and described herein, are our latest models, designed for speed and handiness, and the result of much careful study and experiment to produce the best craft of their size and requirements. We have figured the displacement in the length of load water line and beam, rather than in draught of hull. Instead of the ill-proportioned, badly balanced "tubby," "wet" models so prevalent on our rivers and lakes, we produce clean-cut, fair lines, and of light (but strong) construction, and craft that are extremely handsome and rakish looking, with rather less seating capacity than the average launch of same length, but certainly embodying infinitely better qualities, and are easily handled, speedy boats.

The 24 by 4 ft. 8 in. launch, as illustrated herein, has frequently run eight actual-logged miles within the hour, on the St. Lawrence River, and our thirty-two foot launch of the same general model and type, with 7 H. P. motor, twelve miles per hour.

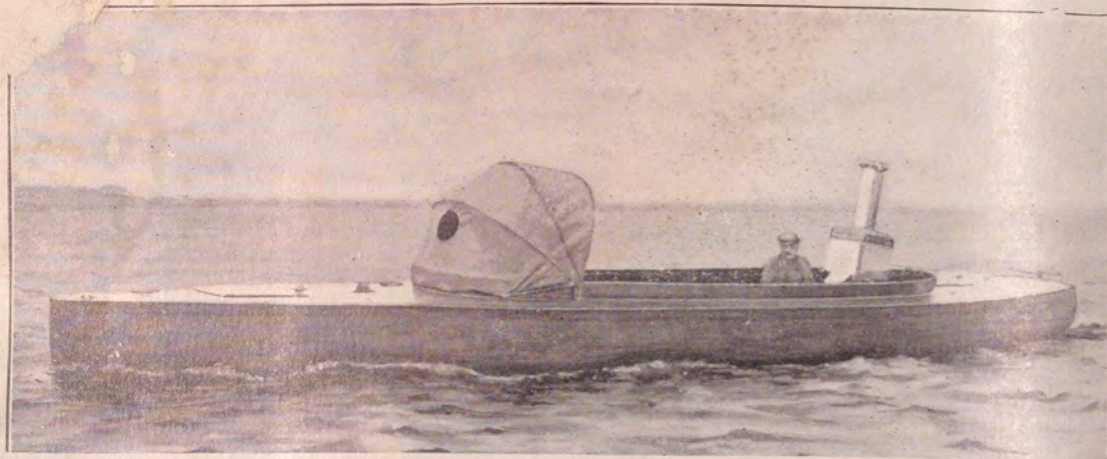
These boats are of lighter construction than the pleasure launches illustrated and described in the foregoing pages of this catalogue, but nevertheless are exceedingly strong, durable and staunch.

DESCRIPTIONS AND PRICES.

24-Foot Special Square Stern Light Draught, River-Launch

Oak keel; natural crook hackmatack stem; mahogany transom; oak or second growth rock elm frames, neatly jogged; planking, selected white cedar, beveled lapstreak construction, copper riveted and burred throughout; three water-tight bulkheads (one forward and one aft of oil tank under bow deck, and one under stern deck); mahogany decks and combing; mahogany hatches (access

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.



SPECIAL 24-FOOT SQUARE STERN LAUNCH.
4 FT. 8 IN. BEAM, 2 H. P. ALCO-VAPOR MOTOR.

to dry stowage), forward and aft; machinery space, covered with sheet brass; machinery, one 2 H. P. Alco-Vapor motor, complete with all appurtenances; copper tank for kerosene under bow deck, ditto for alcohol under stern deck; bronze shaft and propeller; brass rudder with bronze hangings; steering gear connected to wheel at forward end of cockpit, and steering lever at machinery space; bronze and wood deck fittings (i. e., chocks, cleats, etc.); four folding cockpit chairs; all fastenings brass, copper and bronze; all timber sound, selected and seasoned; workmanship and finish throughout first-class; woodwork varnished natural color best spar varnish; price f. o. b. R. R. or steam vessel at Ogdensburg, N. Y., Seven Hundred and Twenty-five Dollars, (\$725.00).

If mahogany planking, instead of white cedar, \$25.00 extra.

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

RIVER LAUNCHES—OTHER SIZES.

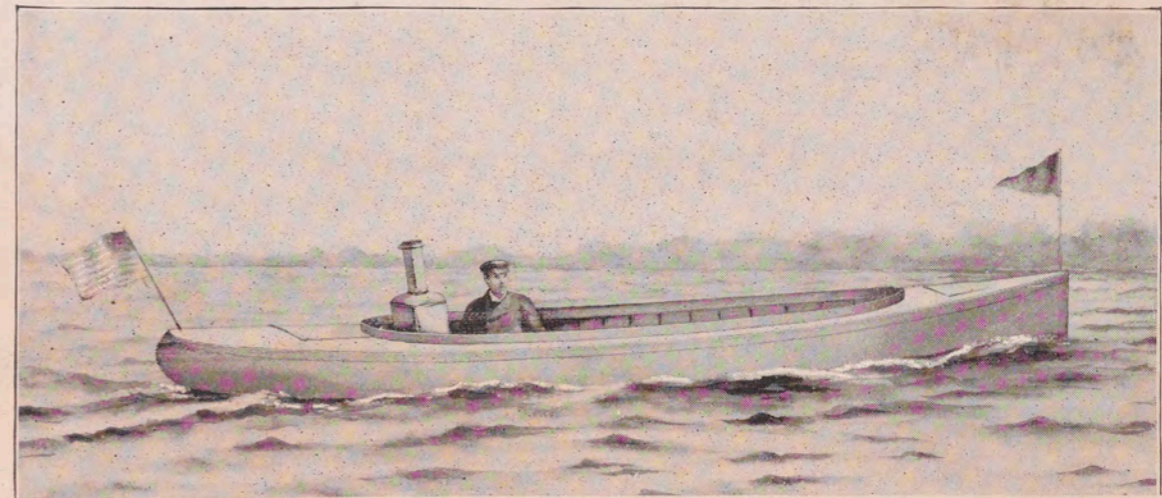
Square stern transom (as shown in illustration of 24 ft. launch, page 20).

Material, workmanship, fittings, finish, same as included in description of

24 ft. launch.

Length Over All.	Alco-Vapor Motor.	Price.
18 feet	1 horse power	\$ 500 00
22 feet	2 horse power	650 00
24 feet	3 horse power	750 00
27 feet	3 horse power	825 00
27 feet	5 horse power	950 00
32 feet	7 horse power	1,250 00

Either of these Light Draught, Fast, Lightly Constructed, River Launches with sharp round (instead of square) stern at prices same as above.

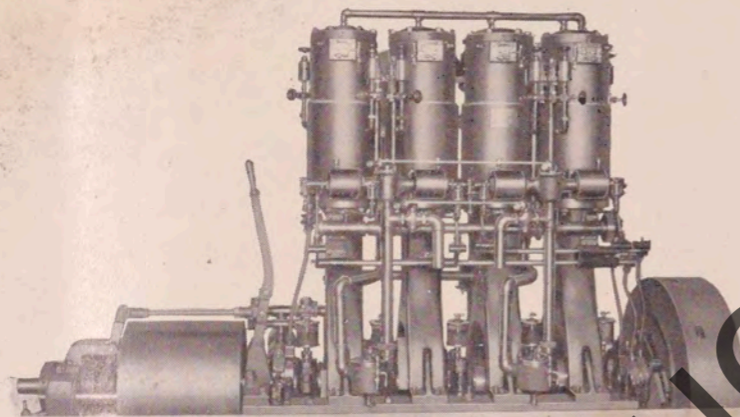


30 FEET x 5 FEET 6 INCHES; ROUND STERN, LIGHT DRAUGHT FAST LAUNCH, WITH 5 HORSE-POWER ALCO-VAPOR MOTOR.

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

GAS MOTORS.

Having a constant demand for Gas Motor Launches, we have, after a most rigid investigation of engines of this type, selected those described in the following pages as being the most reliable and satisfactory yet introduced for pleasure launches. For the past few years, the general run of marine gas engines have been so unsatisfactory on account of unreliability of operation, that we have felt we could not conscientiously recommend same to our patrons. The makers of the motors described in the following pages have overcome the troubles and difficulties so prevalent in marine gas engines, so that with ordinary intelligent and proper care and handling, the motors described herein are as reliable as any steam engine.



35 HORSE POWER TO 75 HORSE POWER TYPE INTERNATIONAL GAS ENGINE.

In design, its lines are as near those of a high grade steam engine as possible, so that it appears to the casual observer to be simply a steam engine employing gasoline as a fuel. Below the cylinders the construction of the two is

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

identical, as is also the method of governing. Attention is here called to the fact that the performances of the "International" Engines in actual operation have more than confirmed the belief that the nearer a gas engine can be built to the lines of a steam engine, the better will be the mechanical results.

THE "INTERNATIONAL" is a "two-cycle" gas engine, that is one in which *each cylinder* develops a power stroke *every revolution*, so that it yields twice as many power strokes per minute as it would running under the "four-cycle" principle.

The cylinders are closed at both ends, and in the lower heads of its cylinders there are stuffing boxes, through which the piston rods pass before connecting with the cross-heads. Special stress is placed on the importance of this construction, for the pressure exerted on the head of the piston is always along the same line, which means a uniform wearing of the cylinder, which wear is entirely taken up by the rings. With this construction the cylinders cannot wear "egg shaped" and lose their compression, as is often the case where the trunk pistons are employed.

The arrangement of the interiors of the cylinders is so simple that there is not a part to get out of order, and the handling of the charges is so uniform and automatic, *that this engine is as positive and continuous in operation as a steam engine.*

At the bottom of the cylinders, a slight compression occurs on the downward stroke, which acts as a cushion and so prevents the jar that takes place in the ordinary gas engine.

The gasoline is transformed into gas by passing through a specially constructed Vaporizer, and the gas in turn is mixed with the right parts of air before

reaching the admission valve. It is on this valve that the governor acts, controlling the entrance of a proper mixture of air and gas, just as in a steam engine it controls the admission of steam, so it will be noted that the fuel consumed is dependent entirely upon the work done.

Meagre though the foregoing description is, the following features will doubtless impress themselves upon the reader:

(1) The POWER for the given mechanism is large, because each cylinder gives a power stroke every revolution.

(2) That the SPEED, on account of its simplicity of construction, can be as high as desired.

(3) That the engine is ECONOMICAL because it governs directly on its fuel supply, and only uses enough mixture necessary to perform the work required.

(4) That the STEADINESS OF MOTION is absolute, because of each cylinder giving a proper stroke every revolution, also on account of the gradual regulation of the fresh mixture, and because the piston is cushioned at each end of the stroke.

(5) That the durability, or long life, of the engine is assured, not only because the best material and most competent workmanship are employed, but also on account of its cylinder and cross-head construction.

In addition to the above features, should be mentioned those of SAFETY, LIGHT WEIGHT, and SMALL FLOOR SPACE.

A word must be said about the Igniters and Reversing Clutch of the International Marine Gas Engines, for their efficiency contributes very largely in making these motors so successful.

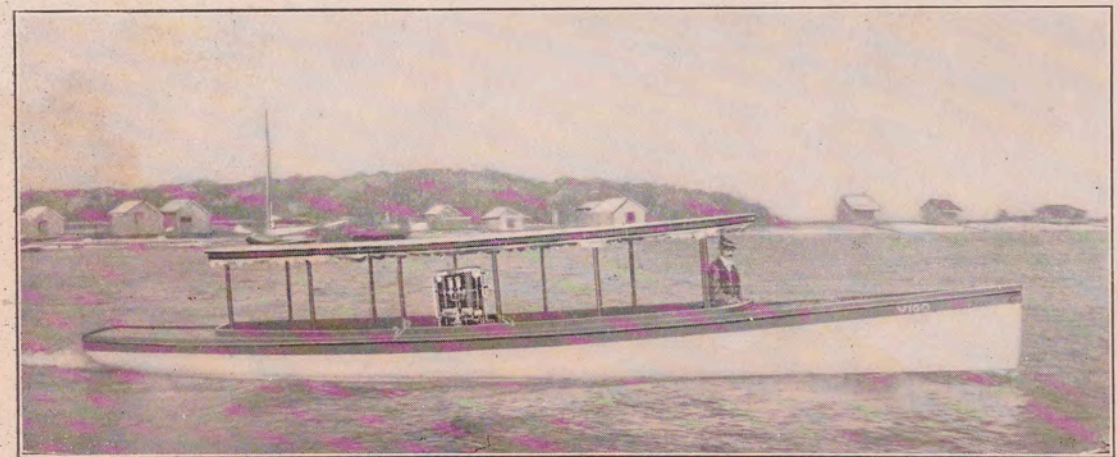
The Igniters were especially designed for the requirements of the "International," and the principle has been carefully patented. Their action is positive, and at the same time the contact of electrodes is of the minimum duration, so that the drain on the electric current is the least possible. The

slight compression of the lower ends of the cylinders will stop the cranks in such a position that the engines, in combination with these special Igniters, become self starting. The engines stop with compressed charges of gas in the working ends of their cylinders, and with their cranks in the proper position for starting.

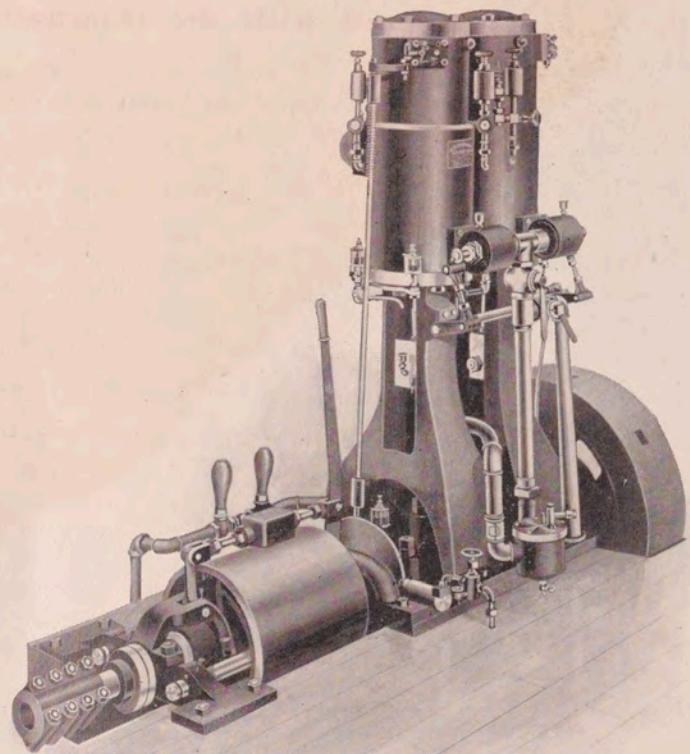
Therefore, providing the engines have not been idle for a long time, it is simply necessary to produce a spark to ignite the charges, and this is done by lifting the Igniter with the finger and letting it spring back.

The "International" reversing clutch is absolutely positive. The principle is patented, and the construction is such that the friction is multiplied over the ordinary clutch, still its operation is simple and easily accomplished.

Concisely it is the perfection not only of the engine proper, but of all its accessory parts, which has resulted in the great success of the International Gas Engine.



45 FOOT LAUNCH WITH 16 H. P. INTERNATIONAL ENGINE.



6 TO 25 H. P. TYPE.

International Marine Gas Engines.

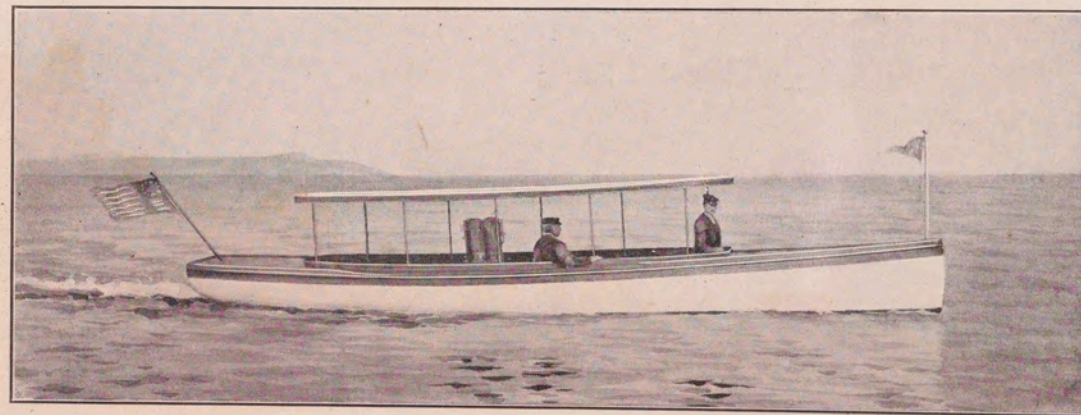
The brief description contained herein of the construction of these engines and of their principle of operation explains the special features, which justify the claim that the "International" as a marine gas motor is to-day without an equal.

Prices of Launches Equipped with the International Gas Engine.

Materials, fittings, furnishings, finish, etc., etc., same as described on pages 10 and 11.

Length.	Beam.	Horse Power.	Grade A.	Grade B.
25 feet	5 ft. 6 in.	6	\$1,200 00	\$1,150 00
30 feet	6 ft.	8	1,600 00	1,500 00
35 feet	6 ft. 9 in. to 7 ft.	12	2,200 00	2,100 00
40 feet	8 ft.	16	2,650 00	2,150 00
45 feet	8 ft. 6 in.	25	3,500 00	3,400 00
50 feet	9 ft. 6 in.	35	4,500 00	4,400 00

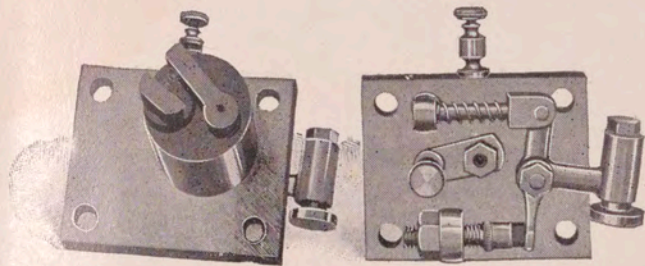
Prices as above include stern bearing, stuffing box, batteries, dynamo, switch, wiring, muffler, piping, reversing gear, bronze propeller and shaft; engineers' tools, etc.



35 ft. GRADE A, \$2,200.00. GRADE B, \$2,100.00.

Condensed, a few characteristic features of the International Marine Gas Engine, are as follows:

- | | |
|-------------------------------------|------------------------------------|
| Durability. | Lightness. |
| Self Starting. | No Vibration. |
| Perfect Safety. | Close Regulation. |
| Steadiness of Motion. | Small Floor Space. |
| Simplicity of Construction. | Certainty of Operation. |
| Economy of Fuel Consumption. | Positive Reversing Clutch. |
| Power Stroke Every Half Revolution. | Simple and Effective Valve Motion. |



IGNITERS.

The International Gas Engine Weights and Dimensions.

Horse power.	Floor space including fly wheel, reversing clutch, and thrust bearing.	Height.	Approximate net weight.	Price.
6	19 in. x 59 in.	36 in.	600 lbs.	800 00
8	19 in. x 59 in.	40 3/4 in.	800 lbs.	900 00
12	23 1/2 in. x 6 ft. 1 in.	4 ft. 5 in.	2,500 lbs.	1,350 00
16	23 1/2 in. x 6 ft. 1 in.	4 ft. 8 in.	2,800 lbs.	1,560 00
25	23 1/2 in. x 6 ft. 6 in.	4 ft. 8 in.	3,000 lbs.	2,150 00
35	27 in. x 8 ft. 1 in.	4 ft. 5 in.	5,000 lbs.	3,000 00

On Receipt of Application We Will Forward a Handsomely Illustrated and Descriptive Book Relating to the International Gas Engine.

The International Gas Engine is made in the best possible manner, every part being most carefully tested before assembled, no pains or expense being spared to produce a perfectly constructed machine.

SPECIAL NOTICE.

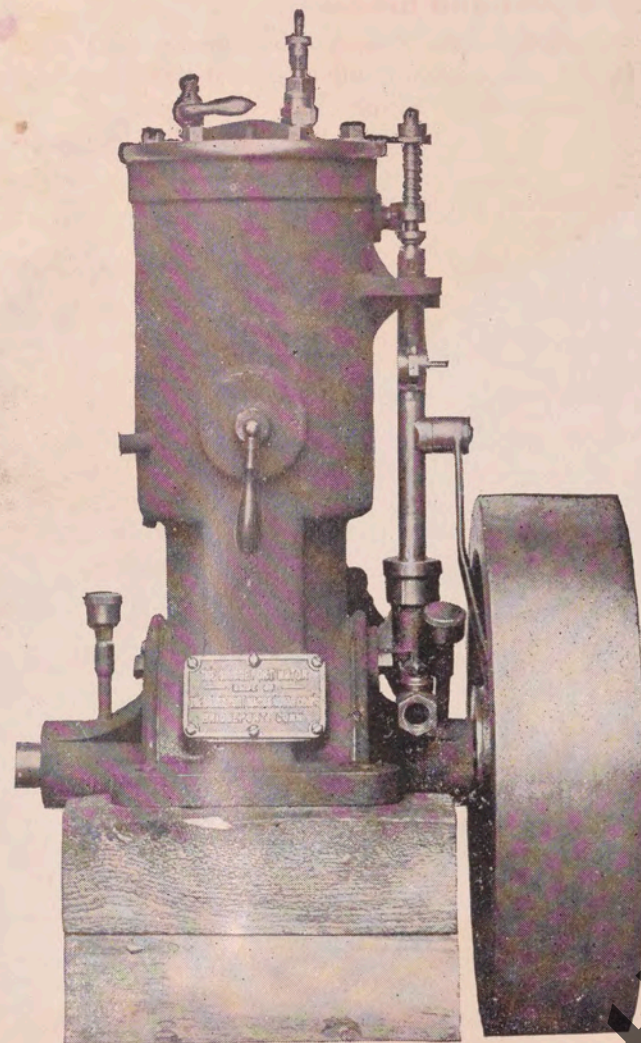
Do Not Overlook the Self-starting Feature of the International Motor.

Cabin Launches.

We will, on receipt of application, submit estimates for any of our larger launches, complete with cabins, state-rooms, toilet rooms, galleys, etc. We respectfully ask correspondents to advise us fully as to interior accommodations required, and when convenient, to forward to us a rough sketch of such arrangements as are desired, to enable us to make an intelligent estimate.

Launch Hulls.

To those persons desiring to purchase launch hulls without machinery, but who prefer to furnish and equip their own motors, we shall be glad to submit estimates of hulls, of any sizes, with or without fittings and furnishings.



BRIDGEPORT MOTOR.

Our low priced **GAS ENGINE LAUNCHES** EQUIPPED with the **BRIDGEPORT MOTOR**. Length, 16 ft. to 25 ft. **ONE GRADE ONLY.**

Keel, Frames, Floor timbers, Clamps, etc., etc., white oak.

Planking, white cedar, (carvel and caulked construction) copper riveted and burred.

Two Watertight Bulkheads, viz. : one forward and one aft of gasoline tank under bow deck ; covering boards, partners and combings, quartered oak ; seats, white ash or oak, slatted ; lockers in machinery space for tools, etc. ; engine bed, white oak, bronze bolted to keel, etc. ; deck plank, white pine, in yacht laid strips, blind fastened, caulked and well payed.

All fastenings brass, copper and bronze.

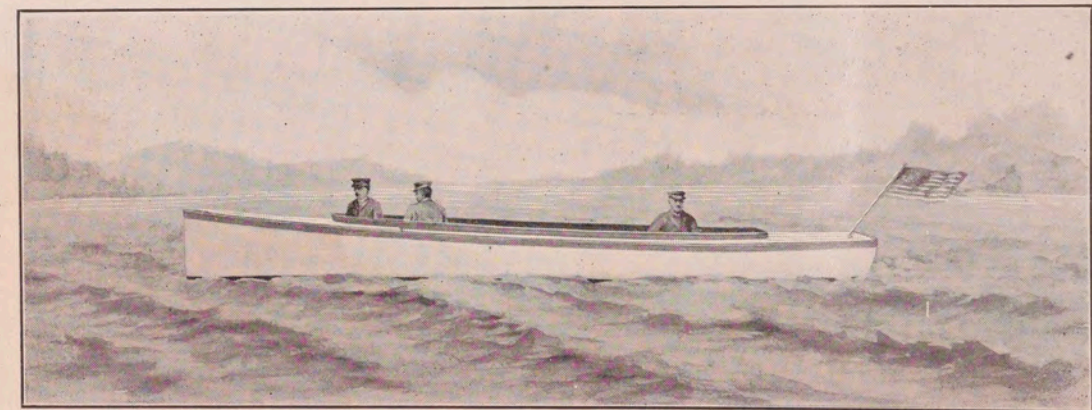
Finish, outside of planking, two coats copper paint below L. W. L. ; two coats yacht's white above L. W. L. ; decks, combings, seats and inside of cockpit finished bright in two coats natural color Spar Varnish.

Fittings, polished bronze deck cleats, chocks, flagpole sockets and bow steering wheel, bronze rudder and skag, stemband, stuffing box, etc.

PRICES.

Length.	Beam.	Horse Power.	Cylinder.	Price.
16 feet	4 ft. 3 in	1 $\frac{3}{4}$	1	\$260 00
18 feet	5 ft.	3	1	350 00
20 feet	5 ft. 3 in	3	1	400 00
22 feet	5 ft. 4 in	3	1	425 00
25 feet	5 ft. 6 in	3	1	475 00
28 feet	6 ft.	5 $\frac{1}{2}$	1	525 00
30 feet	6 ft.	5 $\frac{1}{2}$	1	550 00
30 feet	6 ft. 3 in	7	2	750 00

Prices as above include gasoline tank and piping, ball thrust bearings, oil and grease cups, generator valve, circulating pump, sparking plug, muffler, bronze shaft and solid propeller.



20-FOOT BRIDGEPORT MOTOR LAUNCH.

Sizes and Prices for Bridgeport Gas Motors.

Sizes and Prices of Marine Motors.

Mark	XI	XIII	XV	XXIII
Horse power actual	1 3/4	3	5 1/2	7
Bore	3 1/2	4 1/4	5 1/2	4 3/4
Stroke	4	5	6 1/2	5
Balance wheel	13	14	18	14
Weight, approximate	140	240	450	500
Cylinders	1	1	1	2
Revolutions	500	450	400	450
Price	\$125	\$160	\$225	\$350

Prices of engine include ball thrust bearings, oil and grease cups, generator valve, circulating pump, sparking plug, muffler, can of cylinder oil, box of grease, oil can and wrench.

Shaft, wheel, and stuffing box are not included in price of engine.

Prices as follows:

	1 1/4 H.P.	3 H.P.	5 1/2 H.P.	7 H.P.
Size of shaft	3/4	1	1 1/8	1 1/4
Size of wheel	12 to 14	16 to 18	22	24
Solid wheel, shaft and stuffing box	\$12 00	\$21 00	\$36 00	\$40 00
Reversing wheel, shaft and box	21 00	30 00	39 00	45 00
Reversing gear	---	35 00	50 00	50 00

Holtzer-Cabot Dynamo, \$20; Carlisle & Finch Dynamo, \$10; Automatic Switch, \$2; Plain Switch, 20 cents; Edison-Lalande Batteries, Type V, each \$2.50; Dry Batteries, each 25 cents; in lots of 10, 18 cents; 10 in. Spark Coil, \$1.75; Edison Spark Coil, \$2.50. Prices subject to change without notice.

Regarding the Bridgeport Two-Cycle Motor.

We can recommend this engine to our patrons requiring a good common-sense, low-priced gasoline motor, embodying simplicity, safety, economy, compactness, ease of starting and operation, etc. These motors are made on the

two-cycle compression principle, having an impulse at each revolution of the crank shaft, being a compression engine with enclosed crank chamber, and having an electric spark method of ignition.

The Bridgeport Motor is thoroughly well made in every particular, and very durable.

The motors in launches as listed herein are furnished with a solid propeller; the motor running equally well either ahead or astern, the adjustable sparking device rendering the operation simple and positive.

When desired, either a reversing propeller or reversing gear can be furnished at additional cost.

The Bridgeport reversible propeller wheel is very simple in construction and reliable in operation. When set for "Ahead" it is practically a solid wheel. The reversing gear is also quite simple, strong, compact and positive in its working.

Condensed, the following are a few points claimed for the Bridgeport Motor:

- Simplicity.
- Safety.
- Economy.
- Compactness.
- Ease and quickness of starting.
- Little attention required after starting.
- Freedom from vibration.
- Quiet running.
- Proper designing.
- Superior workmanship.
- No fire exposed.
- No explosive mixture stored in tank.
- No lamp to blow out, or wick to clog.
- No springs or loose pieces inside explosive chamber.
- Adjustable sparking device.
- Engine will run in either direction.
- Noise and smell reduced to a minimum.

On receipt of application, we will mail to any address a fully illustrated and descriptive booklet of the Bridgeport Motor.

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

ELECTRIC LAUNCHES.

Motors and Electric Equipments Made by the Electric Launch Company.

During the past year we have built some electric launches, which have been exceedingly successful, one of which is the "Varick" especially constructed by us for Collector Geo. R. Bidwell, of the Port of New York. "Varick" is 45 feet long, equipped with a 12 H. P. motor, having a maximum speed of 12 miles per hour, and a record of a continuous run of 81 miles on a single charge.

For localities having charging facilities, electricity is an ideal power for a small pleasure launch, the advantages of cleanliness, absence of noise and vibration, and extreme ease of operation, making such power highly desirable. Besides which the entire cockpit can be used for seating accommodations, it being generally practicable to place the motor, batteries, and all working parts below the flooring and seats of the launch, and in the larger sizes, the signal and cabin lights can be obtained from same equipment.

The following is a brief summary of some of the advantages and merits of the Electric Launch:

No heat, odor, or smoke, no sound of moving machinery, for the motion is smoothly rotary; no gearing, and practically noiseless at all speeds.

When the motor stops there is no waste of power.

The stored energy is always ready for immediate use and certain of operation.

Its mechanism is so simple that every owner can operate his own launch, and by the voltmeter, or storage indicator, can always note approaching exhaustion of batteries.

With all motive power below water line the boat is most seaworthy.

No government inspection is required, and no licensed engineer.

THE SPALDING ST. LAWRENCE BOAT CO., OGDENSBURG, N. Y.

Each launch has a battery capacity for a continuous run of four or five hours at full speed, or six to eight hours at a very little lower speed, which in a 30-foot launch is *equivalent* to a run of fifty to fifty-five miles. Much higher speed can be developed for short spurts.

The batteries are easily recharged in four or five hours.

The motor is directly connected to propeller shaft and placed beneath flooring, rotary in motion and therefore noiseless. Of compact construction, operating equally well in either direction, and free from sparking at brushes under all conditions. It is bolted to longitudinal bearers, mitered to fit over several frames, and is water tight below shaft line. Ball-bearing thrust a part of the motor frame. All bearings self-lubricating. Easily removable floor trap permits of inspection and cleaning.

The Controller for regulating speed is fitted under the forward deck and operated by means of a shaft extending through bulkhead and steering wheel bearing. The controller wheel is of less diameter than the steering wheel and directly in front of it. By moving it to the right, and its successive steps, such combination, or grouping, of the batteries is effected as to increase the power developed by the motor, and consequently speed of boat. When moved to the left of zero, or neutral point, the direction of the motor will be reversed. Each battery is equally discharged at each step of the controller.

The accumulators or storage batteries furnished are of the type best adapted to meet required conditions of greatest efficiency, and the least weight, without sacrificing durability or long life. They consist of elements assembled and placed in a special marine type of hard rubber cells, which are so constructed that the battery terminals may be securely clamped under the covers by hard rubber or other binders. These covers are of such design as to fit into the cells and prevent any spilling of battery solution in heavy seas. The batteries are usually placed in four parallel rows under the flooring, with all rubber cells insulated from the supports in the boat and also from each other, by a special type of

porcelain blocks or insulators. This method of assembly insures perfect insulation with an air space around every cell and absolutely prevents any leakage or waste of power while standing idle.

When very light weight is an important factor, as in yacht tenders, the weight of battery can be materially reduced by using a type of plate of equal service capacity but of somewhat less life or durability. These same batteries are also used in boats which are constructed on special lines with particular regard to high speed.

On the forward bulkhead of each boat is fitted a special combination charging and motor switch, so constructed that the lever arm can only close either the motor circuit or charging circuit. Moving lever downwards closes the motor circuit. Safety fuses of proper capacity are introduced in this combination switch, to prevent damage from an overflow of current, either in operating the launch or charging the batteries. The switch is fitted with spring contacts to hold a "charging plug" to which the current wires have been attached. By inserting this plug and closing the lever arm upwards the circuit for charging batteries is established.

This switch has also a small "key" or running plug which closes the main circuit to the batteries. When removed and carried by the owner the operation of the boat is absolutely prevented.

The voltmeter, also on the forward bulkhead, indicates the amount of electricity stored in the batteries. It is always adjusted to each particular boat, and like the tell-tale water glass on a boiler, will show when the batteries are fully charged, and also their approaching exhaustion in service. What is known as "direct current" is always necessary; the "alternating current" cannot be used for charging batteries, without transforming apparatus. The 110 or 220-volt electric lighting circuits of neighboring cities and towns are preferable, but the 500-volt trolley current of electric railways is also suitable.

Under ordinary conditions the process of charging, from completely empty to completely full, requires four or five hours.

A Storage Battery Launch requires no expert attention in its care and operation. With reasonable care the batteries should last several seasons without renewal of any plates, but their life is prolonged if never fully exhausted.

All these details are, however, covered by the Instruction Book, which is very complete and accompanies every launch.

Prices of Electric Launches and Open Boats.

Length.	Beam.	Power.	Price.
20 feet	4 ft. 8 in.	2 H. P. (outfit No. 1)	\$1,125 00
22 feet	4 ft. 10 in.	2 H. P. (outfit No. 1)	1,150 00
25 feet	5 ft. 3 in.	3 H. P. (outfit No. 2)	1,550 00
25 feet	5 ft. 6 in.	4 H. P. (outfit No. 3)	1,800 00
30 feet	6 ft.	5 H. P. (outfit No. 4)	2,000 00
35 feet	7 ft.	5 H. P. (outfit No. 4)	2,200 00
38 feet	7 ft.	8 H. P. (outfit No. 5)	2,850 00

Cabin Launches.

We will furnish, on receipt of applications, Estimates for Electric Launches with Cabins, Half-Cabins, Fixed Canopy Tops, Stationery or Removable Awnings, Toilet Rooms, etc., etc., etc.

Correspondents, in requesting such estimates, will kindly give full particulars as to their wants.

Description of Electric Launch.

(One grade only.)

Keel, oak. Stem, natural crook hackmatack. Frames, oak, or second growth rock elm. Planking, white cedar, except garboards oak and topstreaks

mahogany; smooth (carvel and caulked construction) copper riveted and burred throughout. Straps, bronze running from clamps to keel between frames and planking and secured to both by copper rivets and burrs. Clamps, shelves, deadwoods, etc., oak, secured with bronze bolts and washers. Covering boards, king planks, combings, etc.: white oak, blind fastened. Decks: mahogany, white pine or white oak. Strips yacht laid, blind fastened, caulked and paved with marine cement. Bulkheads, two watertight bulkheads of double thickness of mahogany laid diagonally, and set between special frames, one bulkhead at either end of cockpit. Floorboards, white ash, in moveable sections, set on oak frames.

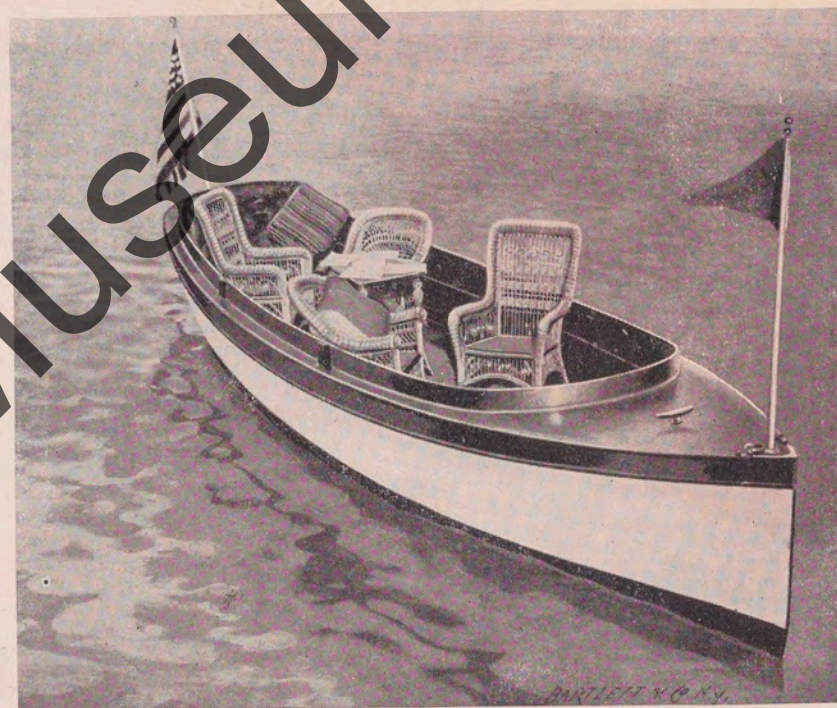
Finish

The invisible woodwork between decks and floors finished with three coats of marine paint; insulating paint being used on the insides of battery compartments; decks, topstreaks, gunwales, combings and interior of cockpit varnished natural color with three coats of natural color spar composition. Outside of planking above L. W. L. with three coats of yachts' white enamel, below L. W. L. three coats copper composition paint.

Fittings

Polished bronze stemband, deck chocks and cleats, steering wheel, flagpole, sockets, etc. Bronze rudder and skag, rudder post, tiller, etc. connected to steering wheel with phosphor bronze wire rope. Bronze shafting and propellor.

Motor and electrical equipment includes combination steering and controlling wheels, thrust bearing, storage batteries with hard rubber cells and covers, battery terminal binders, solution testing set, combination motor switch with contact plug for charging cables, insulated copper connecting wires, copper terminals, insulating tape, cleats and, in fact, the entire necessary outfit.



25 FOOT ELECTRIC LAUNCH. \$1550.00 to \$1800.00.

See Page 37.

Electric Hunting and Fishing Launches.

We are building small light draught and lightly constructed launches with electric equipments.

These are of lap streak construction, with square stern.

The batteries for the square stern 18 ft. launch hulls, at following prices, are of the same type and mounted on the same kind of porcelain insulators as in the larger electric launches, and are usually placed in a thwartship compartment forming a double seat with a centre back rest.

The time occupied in charging one of these small equipments is about four hours.

In these hunting and fishing boats the motor is secured under the after seat. It is of a special pattern with brackets on either side, and readily fastened to suitable supports in the hull. The thrust bearing is self-contained and both bearings are self-lubricating. One armature end is formed into a coupling establishing the most direct connection with propeller shaft, and thus eliminating not only all noise, but also vibration.

The shaft, of bronze, is provided with suitable stuffing box, easily attachable to stern-post or boat and is also fitted with propeller wheel designed for the work of the particular motor. All parts of electric apparatus are strong, durable and complete in every respect.

Speed Regulating Switch

The regulating switch is usually placed at the right side of aft seat or other convenient position, to be within easy reach.

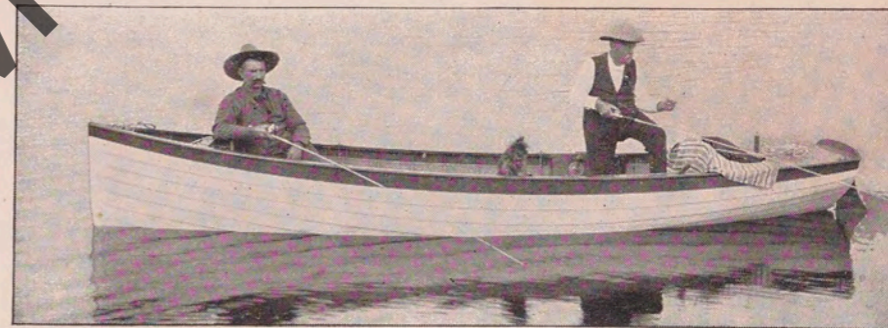
On the left side is placed a steering lever attached to the tiller ropes, enabling the occupant of this stern seat to control the boat. The reversing mechanism can be separate, or a part of the regulating switch. At full speed each boat can be run continuously for about four hours, or much longer at a little less speed, or can be run at a very slow speed for trolling purposes.

Square Stern Light Draught Fishing and Hunting Launches.

Keel, oak; stem, natural crook hackmatack; transom, mahogany; frames, oak or rock elm; planking, white cedar, with mahogany topstreaks, lapstreak construction, copper riveted and burred; bow and stern decks, gunwales, seat tops and general finish, mahogany; floor boards, white ash; rudder, mahogany; polished bronze fittings, including rudder yoke and attachments, rowlocks, etc.; all wood-work highly finished in natural color spar varnish. High grade cushions to seats.

Length.	Beam.	Motor.	Price.
16 feet-----	4 ft. 3 in.-----	No. O (1 H. P.)----	\$775 00
18 feet-----	4 ft. 3 in.-----	No. O O (1 ¼ H. P.)	850 00

The electric equipments for these hunting and fishing launches, include storage batteries, regulating and reversing speed switch with connecting wires, etc. Motor with thrust bearing and shaft coupling; bronze shaft and propeller, stuffing box, etc., etc., complete.



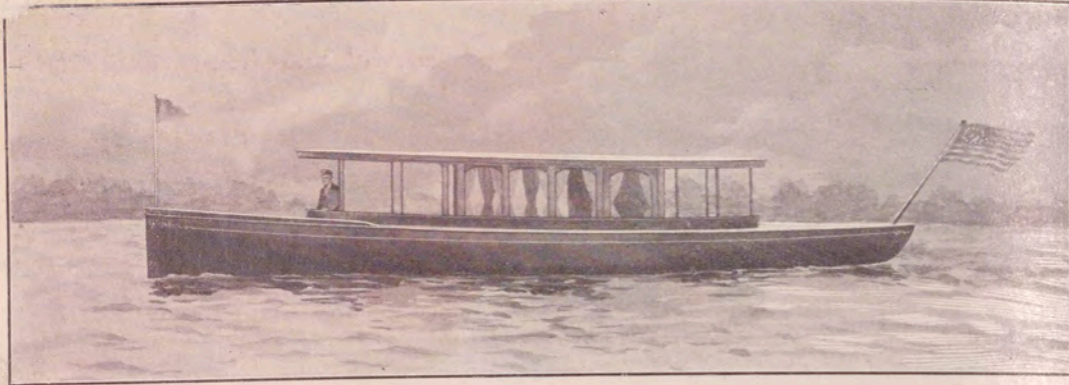
18 FOOT ELECTRIC FISHING AND HUNTING BOAT.

Independent Charging Plants (For Charging Launches.)

(Made by the Electric Launch Co.)

We can furnish prices on application for separate charging plants. These, to a very great extent remove the greatest obstacle to a more general use of Electric Launches, for the field heretofore has been largely limited to localities where charging current was obtainable from neighboring electric light or power plants.

On receipt of application we will mail to any address a catalogue illustrating and describing the different types of Independent Charging Plants.



45 FOOT ELECTRIC LAUNCH "VARICK."

EXTRAS.

For "Alco-Vapor," Gas Motor, and Electric Launches.

Partitions

(Where standing wood canopy top is used.) Of plate glass and mahogany with two swinging doors, separating machinery space from main cockpit, \$75.00.

Signals

Set of electric bells and batteries complete, \$12.50 to \$25.00.

Lights

Port, starboard and anchor lights, regulation pattern; brass cases; fresh glass; \$15.00 to \$25.00 a set.

Cushions

With corduroy, leather or Pantasote covers, filled with antelope hair or cork shavings, \$1.50 to \$4.00 per square foot.

Awnings

(Removeable) Of fancy striped material, complete with wood stanchions, brass sockets and tubes, fittings and cordage complete.

For 20-feet, 24-feet and 25-feet launches	\$22 50
For 28-feet and 30-feet launches	26 50
For 33-feet and 35-feet launches	30 00

Folding Sprayhoods

White, tan or fancy striped canvas, complete with brass frames, stanchions and fittings.

For 20-feet to 24-feet launches	\$22 50
For 25-feet to 30-feet launches	30 00
For 33-feet to 35-feet launches	35 00
For 35-feet to 40-feet launches	40 00

Rubber Floor Coverings, etc.

Perforated rubber mats, cut to shape of cockpit floors, per square foot, 50 cents.

Standing Canopy

(For 30-feet to 40-feet launches) Brass tube frames and stanchions, and yacht's duck cut to shape and stretched over frames; whole canopy moveable intact when desired, or frames and stanchions left standing and cover moveable.

For 20-feet to 24-feet launches	\$110 00
For 25-feet to 30-feet launches	125 00
For 33-feet to 35-feet launches	135 00
For 35-feet to 40-feet launches	150 00

or,

Standing Canopy

With oak stanchions, spruce or rock elm carlines, white cedar matched roof, covered with painted canvas, brass stanchion sockets. Whole a fixture, or moveable intact, as desired.

For 25-feet, 28-feet, and 30-feet launches	\$ 75 00
For 33-feet and 35-feet launches	100 00
For 35-feet to 40-feet launches	125 00

Curtains

(When standing canopy is used) Waterproof storm curtains, to entirely enclose cockpit, and roll up under canopy when not in use. Brass hooks, leather straps, etc.

For 25-feet to 30-feet launches	\$20 00
For 33-feet to 35-feet launches	25 00
For 36-feet to 40-feet launches	35 00

Canvas Covers

Twelve-ounce white duck covers, cut to shape, to fit completely over cockpit machinery, and side of combings.

For 20-feet to 24-feet launches	-----	\$15 00
For 25-feet to 30-feet launches	-----	20 00
For 33-feet to 35-feet launches	-----	25 00
For 36-feet to 40-feet launches	-----	35 00

Whistles

Brass power whistle, with pump, tank and connections to system.

Size A	-----	\$25 00
Size B	-----	30 00
Brass hand pump whistles	-----	15 00

Bilge Pump

All brass. (Johnson's patent.) To pump kerosene into tank, or as a bilge pump, \$6.00.

Boat Hooks

Polished brass on oak staff	-----	\$2.50 each
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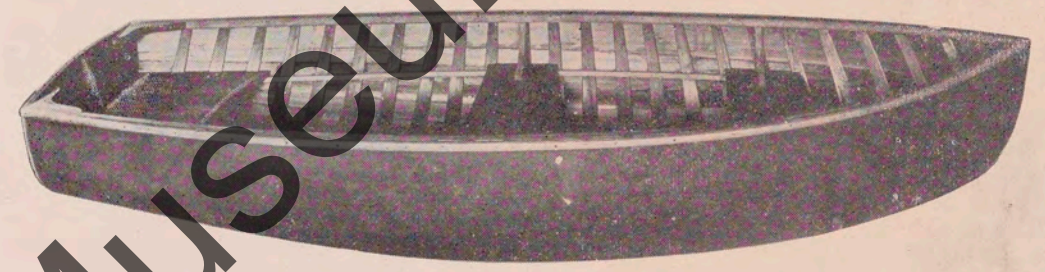
Anchors

Patent folding galvanized iron, all sizes from 12 pounds to 150 pounds, 20 cents per pound.

Cane Chairs (for Electric Launches)	-----	\$7.50 to \$10.00
Cane Tables " "	-----	7.50 to 20.00
Air Tanks, copper, under bow and stern decks, 18 feet boat	-----	\$20.00
For Electric Launches 20 feet boat	-----	25.00
" " " " " 25 feet boat	-----	32.00
" " " " " 30 to 36 ft boat	-----	37.50

ELECTRICAL APPARATUS—for Electric Launches

Rheostat for regulating current	-----	\$10 00 to \$20 00
Automatic cut-out switch, under load	-----	\$12 00
Dock charging switch, double pole	-----	4 50
Charging cable, flexible double conductor, best rubber insulator, per foot	-----	25



CANVAS COVERED CEDAR DINGHY.

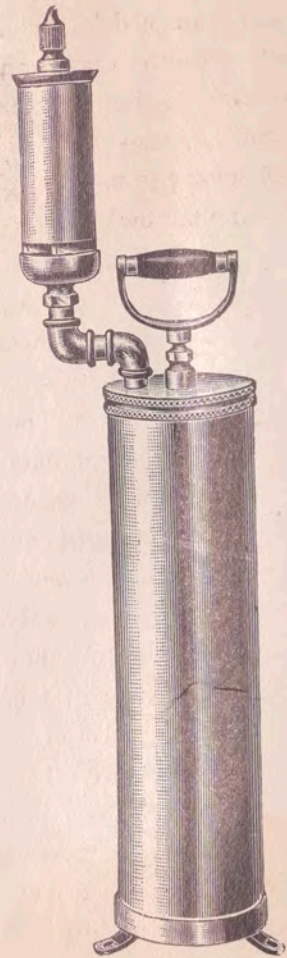
9 ft. x 44 in. Weight, about 90 lbs.

This is a light weight, exceedingly strong and durable dinghy, especially adapted for use for small launches. Will carry four persons comfortably or six at a pinch; is easily handled, tows well, and will stand a great deal of hard wear and tear. The outside skin is yacht's duck, stretched on in one piece without seams, the canvas being treated with a special hardening and stiffening process which renders it extremely indestructable, and is then painted and varnished to a perfectly smooth surface, which gives the outside the appearance of colored and highly polished wood. The stem, outside keel, rubbing streaks, gunwales, knees, etc., are of white oak. The inner planking is white cedar (smooth laid fore and aft streaks). The entire boat is fastened with copper and brass. The whole inside of boat, gunwales, seats, floor-boards, transom, etc., painted in natural color spar varnish. The outside canvas skin is mahogany color, varnished. Metal fittings, *i. e.*, stem band, rowlocks, etc., polished bronze.

PRICE, \$55.00.

Shipping crate to entirely enclose boat for transportation, \$1.00 extra.
Ash or spruce oars, varnished, leathered and copper tipped, \$2.50 per pair.

The "S.S." Air Pump Chime Whistle



Was especially designed for boats and launches operated by other than steam power, and will be found perfectly adapted to the requirements.

It is very easily operated by giving the handle a short, quick pull, which produces a clear, musical tone of sufficient volume to signal boats, lock and bridge tenders, at a distance of one-quarter mile or more.

The cut shown is one-eighth the actual size. The dimensions are as follows :

- Diameter of Whistle ----- 2 1/2 in.
- Height of Whistle ----- 9 in.
- Diameter of Pump ----- 5 in.
- Height of Pump ----- 17 in.
- Height of both over all ----- 30 in.

Both Whistle and Pump are constructed of finished brass in a substantial manner.

Can be attached to any part of cockpit flooring.

The Bundy Search Light.

This Search Light



ACETYLENE GAS.

ACETYLENE GAS.

Is particularly adapted for small launches and pleasure craft and more particularly useful in finding buoys and landings and can be used to advantage in navigating small streams and narrow channels. The generator is detached from the searchlight so that it can be stowed away in the locker when not in use. It is also made with cabin attachment so it can be worked very readily from the cabin and the generator can be placed where the light can at all times be controlled by the man at the wheel. It will throw light from 300 to 400

feet and is so arranged that the rays are very similar to an electric searchlight. This searchlight is also made so that it can be attached to the same generator which lights the boat if desired, and as large machines are made for this purpose which are perfectly safe and simple, this searchlight is constructed so that it will be adaptable for both purposes.

Can be attached to or removed from deck of small launch in three minutes.

Aluminum hood, brass base. Powerful reflector, 7 inches, throws a light 300 to 400 feet, made with cabin or deck attachments, detachable Generator.

PRICE—With Deck Attachment, \$15.00. Cabin Attachment extra, \$5.00.

Spar Coating

A Perfect Finish for all Wookwork, Spars, and Ironwork exposed to excessive changes in weather and temperature.

MANUFACTURED BY

**EDWARD
SMITH & CO.,**

**45 BROADWAY,
NEW YORK, N. Y.**

Post Office Box
1780.

MESSRS. EDWARD SMITH & CO.,
No 45 Broadway, New York City.

GENTLEMEN: We are glad to inform you that we are still thoroughly satisfied with the quality of your spar varnish. As you are aware, we have used the same exclusively on our yachts, boats spars, etc., for several years past and are pleased with the results of same that we shall continue to use it throughout the present year.

We have, on a number of occasions, for our own satisfaction, subjected your spar varnish to severe tests, from which none but high grade goods suitable for our requirements, can successfully emerge. The results of these tests have convinced us that you are retaining the first class merits of your varnish.

Wishing you a successful year, we are, Dear Sir,

Yours very truly,

The Spalding St. Lawrence Boat Co.,

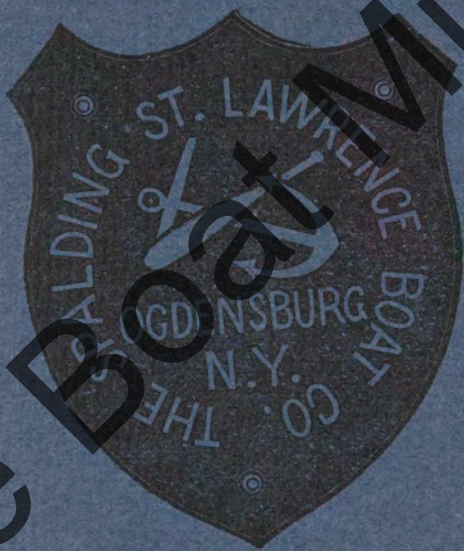
J. G. FRASER, Manager.



February 14th, 1901.

THE ANTIQUE BOAT MUSEUM
750 MARY STREET
CLAYTON, N.Y. 13624

1901



Antique Boat Museum