

Spalding Boat Co.,
Agents

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THE SPALDING
ST. LAWRENCE
BOAT COMPANY
CATALOGUE
M.DCCCXCVII.



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WITH GREAT pleasure we present to the aquatic public our 1897 catalogue, which will be found to contain descriptions and illustrations of several entirely new types of racing and cruising sail-yachts of the modern smaller classes, as well as of a number of our regular styles of rowboats, hunting- and fishing-boats, canoes, etc., which have been so popular in the past. All of these are results of great study and many experiments. We do not depend entirely upon our own experience for the production of our racing craft, *many of our best designs being made specially for us by the most successful and best-known marine architects for these different classes.*

Our Famous St. Lawrence River Skiffs have gained such world-wide renown that it is not necessary to comment upon them here to any extent, but we assure the public that we shall endeavor to keep them at their present standing, viz., the very best combined row and sail or rowing-skiff that is produced; for, as a skiff, it has no equal for ease in rowing, speed in sailing, comfort and staunchness. Until a few years ago we were the only firm who advertised or professed to build the St. Lawrence River Skiff, but their great popularity has caused many imitators, whose productions for the most part are cheap and worthless, not possessing any of the merits of the genuine Famous St. Lawrence River Skiff, of which we are the original designers and builders.

Our work is high-grade only. We purchase and use only the best materials obtainable and employ the most expert boat-builders and mechanics that wages can command. We do not care to compete for cheap-grade boats or commonplace work.

We do not profess, neither do we aim, to produce the lowest-price boats on the market, but our endeavor is to give the best possible value for money, to build the best boats of each class that we undertake; from a canoe to a small sail-yacht, each and every one, and the fittings, rigging, etc., are worked out upon scientific principles, with a view to handiness and durability, speed, and other desirable qualifications.

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

SHIPPING FACILITIES

Ogdensburg is especially well favored as regards shipping facilities. Low railroad rates can be obtained, and boats can be shipped by steamboats, making quick trips, from April to October, to Detroit, Chicago, Cleveland, Milwaukee, Toledo, and other places on the Great Lakes, at exceedingly low transportation rates. We have special rates to many of the principal cities, and are always anxious to do whatever we can on behalf of our customers in the matter of obtaining lowest possible rates.

Our listed prices are, in all cases, for goods f. o. b. at Ogdensburg, N. Y.

Our responsibility ceases when we have delivered goods into the hands of railroad or steamboat companies.

TERMS, DEPOSITS, ETC.

Unless special arrangements are previously made, we require a deposit of twenty-five per cent. of amount of orders for boats, to accompany orders for rowboats, canoes, and such types of small craft.

Boat- and canoe-fittings will be shipped c. o. d. to persons previously unknown to us, or not having regular account with us unless cash for full amount accompanies order.

For larger boats, such as racing or cruising sail-yachts, launches, steam-yachts, etc., special terms as to payments will be made.

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Antique Boat Museum

RACING SAIL YACHTS.

JANUARY 1, 1897.



1896 Sloop built by The S.S.L. Boat Co. for Special Lake Geneva Class.

THE past yachting season has been marked by a rapid development throughout the whole country of the class of small yachts popularly known as "raters," from the fact that they had their origin in England under the lately extinct rating rule. About New York and along the coast the interest in these craft has been greatly stimulated by the two successive contests for the Seawanhaka Corinthian Yacht Club International Challenge Cup; this interest beginning in the 15 foot or "half rating" class and now extending to the 20 foot or "one rating" class. Independent of this, there has arisen in the West a new class of racing yachts, of the same general model as the centreboard, 15 or 20 footer and of about the size of the latter. The rules for these yachts vary in details in the different localities, some being of 1 rating by the British rule, some of 18-foot by the Seawanhaka rule with special modifications, etc.; but all approximating to the 20 foot class of the New York clubs. These yachts are found, of the most modern designs and construction, on many small lakes in Wisconsin, Minnesota and other neighboring States. In all parts of the country this general type of racing yacht, of modern design, elaborate rig and fittings, and according to the size and with no shifting ballast, has now displaced the old type of open racing yacht with great beam, large sail plan, unlimited crew and shifting ballast.

The demand for these new as compared with old yachts, calls for the highest skill of the designer both in form and construction in producing something a little faster each year; and his work must be ably carried out by the builder in order to command any chance of success.

Apart from the rapid growth of this class of small racing craft, other changes are evident in the season of 1897. Since the close of the racing season of 1896, some very great changes have been made in the racing rules of the clubs; in the vicinity of New York and Long Island Sound, all the special racing classes have been abolished and a systematic series of regular classes, 15 foot, 20 foot, 25 foot, 30 foot, 36 foot, 43 foot Racing Length, and so on upward has been established. The existing yachts in the special classes, the 21 foot, 30 foot, 31 foot, etc., will henceforth be placed in some of the regular classes, the restrictions formerly governing them being abolished.

The outlook is now most promising for the general building of yachts for racing in all of the classes from 30 foot downward and for much competition in all of them. In Eastern waters there is also a lively interest in the racing of modern yachts of similar classes. In the West the classes of 20 foot and 24 foot will be well built up this winter and the racing on the many small lakes will be keener than ever before.

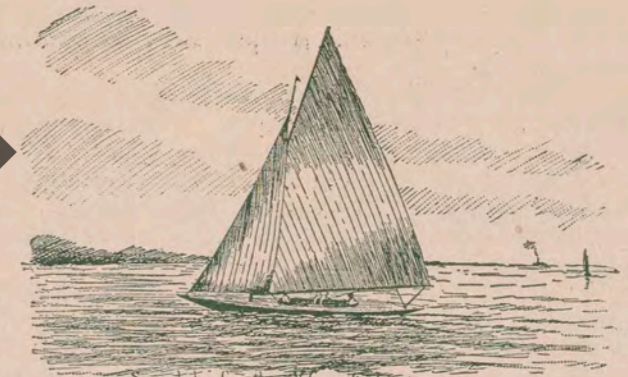
The 15 foot class has taken a firm foot in many localities and is likely to be a permanency, although the racing for the Seawanhaka cup has been transferred to the next larger class; its convenience and small size makes it specially adaptable for small and isolated clubs with sailing grounds of limited area and depth. At the same time it has found favor with larger clubs and on broader waters; the Southern Yacht Club of New Orleans, for instance, will make a special feature of the class in the coming season.



CHARLOTTE built by The S.S.L. Boat Co. for 21 ft Minnetonka Special Racing Class from designs of M. H. C. M. Lead.

The challenge of the Seawanhaka Corinthian Yacht Club to the Royal St. Lawrence Yacht Club, the holder of the Seawanhaka cup, being in the 20 foot class, brings this class prominently to the front for the coming season; the extensive series of trial races planned by the Seawanhaka Corinthian Yacht Club for the selection of a representative attracting interest from yachtsmen in distant localities, as did the 15 foot races of 1896. Being larger than the 15 footers and with three men in place of two as crew, the 20 footers meet the wants of many who consider the others too small. The reputation made by the Royal St. Lawrence Yacht Club last year in its brilliant capture of the cup, has put the American designers and yachtsmen upon their mettle for the recapture; and the coming trial and final races offer an inviting prospect to racing men.

The result of the recent developments and advances in yachting have been to improve greatly all the details of yacht racing and to make the sport more interesting and exciting through the increased certainty of many races, of a reasonable number of competitors in every race, and of rules and conditions clearly understood and fair to all. The wide range of classes permits an owner to build of such size as best suits his desires or his means, and at the same time he has an assurance of suitable competitors. Under these advantageous conditions and with that freedom from business disturbances which seems now assured, there is every inducement to build.



Seawanhaka Corinthian Y.C. 20 ft class racer built by The S.S.L. Boat Co.



20 ft class ETHELWYN, winner of International Trophy 1896. Designed by M. W. P. Stephens, built by The S.S.L. Boat Co.

In the matter of model, construction, rigging and fittings, the past year has been in every sense an experimental one, more was attempted and, in fact, more achieved than in any previous season of yachting, but it is a recognized fact among both owners and builders that no results have yet been obtained which may fairly be considered as final. The developments of the year in model have been most radical, but it is impossible as yet to say what the final result will be, whether too great a development of certain features has been made, or whether the adventurous designer must dare still more in the search for speed in the small classes.

In construction a great number of methods have been tried, and with varying results, but in no case with absolutely perfect success; and much yet remains to be done before the perfect yacht, light, strong and durable, is produced. At the same time important advances have been made and much has been learned. In sails, spars and rigging the results are less in doubt; the question as to the best form of sail plan is still an open one, but in all mechanical details of hollow spars, reduced sizes and weights of blocks and wire, and better combinations of all parts, very great improvements are found in all classes.

During the past season the output of our new shops has brought us into direct connection with some of the most important racing classes of the year, the noted 30 foot class about New York, the 15 foot class, the leading racing classes of Lake Minnetonka and Lake Geneva, etc. In addition to these racing craft, we have turned out a number of boats for sailing, cruising and general work, but of a much superior grade of construction to that formerly considered suitable for this class of boat. The demand of owners for lighter and more elaborately finished craft has enabled us to experiment extensively in construction and other details. In our new craft for 1897, we are prepared to keep up with the growing demands in the same directions, both through the employment of such new devices as have been tested and approved during the year and by further careful experiment in new details and methods. It is impossible to enumerate or to catalogue the many new sizes and types called for by the numerous classes throughout the country, but we are prepared to furnish special designs to meet all rules and conditions, and to build all kinds of yachts and boats within such limits of size as may be shipped by rail, and of a construction appropriate to the intended use. We are also prepared to build from designs furnished by customers.

During the past season we have turned out a number of yachts of specially fine construction and for various classes and uses, among them being the following:—

"Vailima," fast cruising steam yacht, designed by Messrs. Gardner & Cox, of light, but strong and durable construction and handsome finish both on deck and below.

"Argonaut," special 30 foot class, designed by Mr. H. C.



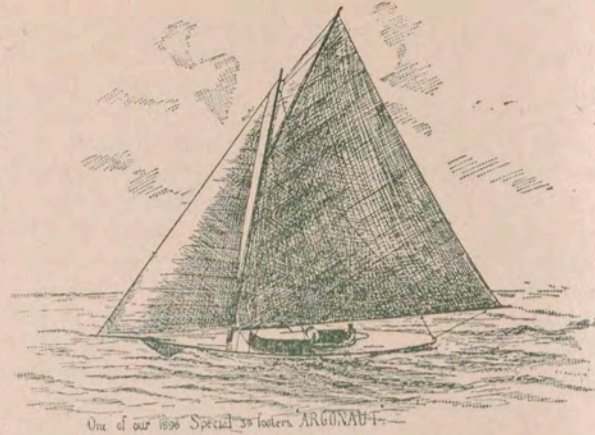
Sloop of the 20 ft Seawanhaka Corinthian Y.C. class built by The S.S.L. Boat Co.

Wintringham, one of the strongest and handsomest yachts in this noted class, of special double skin construction devised by the designer.

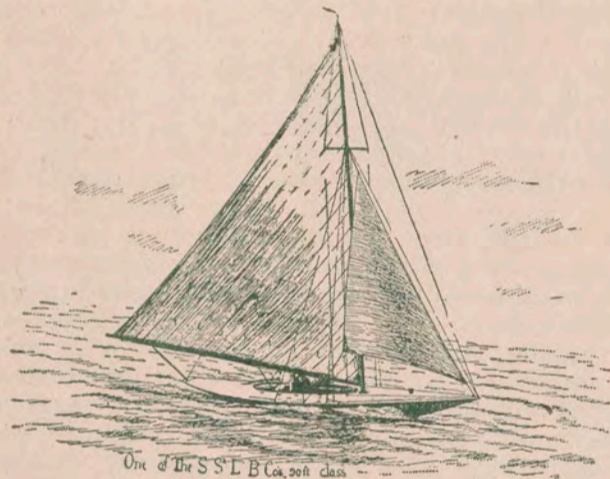
"Charlotte," 22 foot racing sloop, designed by Mr. H. C. McLeod, for Lake Minnetonka. This yacht was designed to carry a liberal sail plan and large crew with the practicable weight of construction, to which end she was thoroughly braced from stem to stern with truss girders of special design. She is the only yacht of her class that has defeated the crack "Tartar," the winning boat of the year on Lake Minnetonka.

"Petrea," 18 foot R. L. racing sloop, designed by Mr. W. P. Stephens for the Lake Geneva, Ill., class. This yacht is of our double-skin construction and has proved amply strong where lighter boats have failed and have required to be rebuilt after a few preliminary trials. While built for racing and of very light construction, she is not a mere racing shell to be used for a single season, but from present appearances promises to last indefinitely. She carries the "Scarecrow" leg o' mutton rig, with hollow spars and the finest of fittings.

"Monsoon," fin-keel 15 footer, designed by Mr. H. C. Wintringham. This little yacht was not intended for racing but for the all-around sailing of a young sailor. In workmanship and general finish she will compare favorably with anything in the racing fleet.



One of our 1896 Special 20 footers. "ARGONAUT"



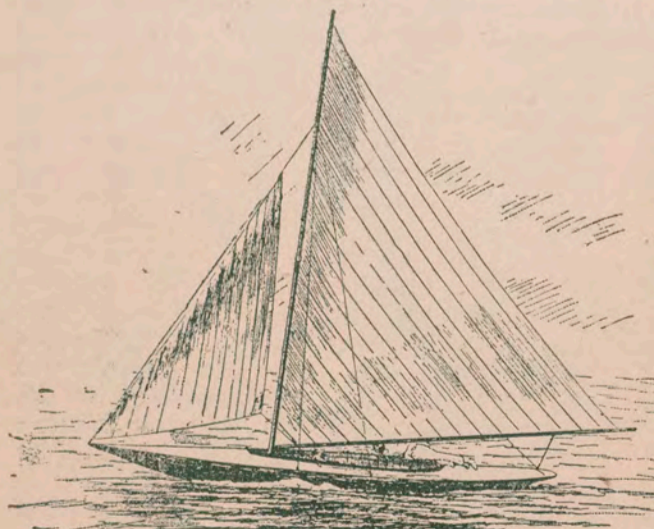
One of the S.S.L.B. Co. 20 ft. class



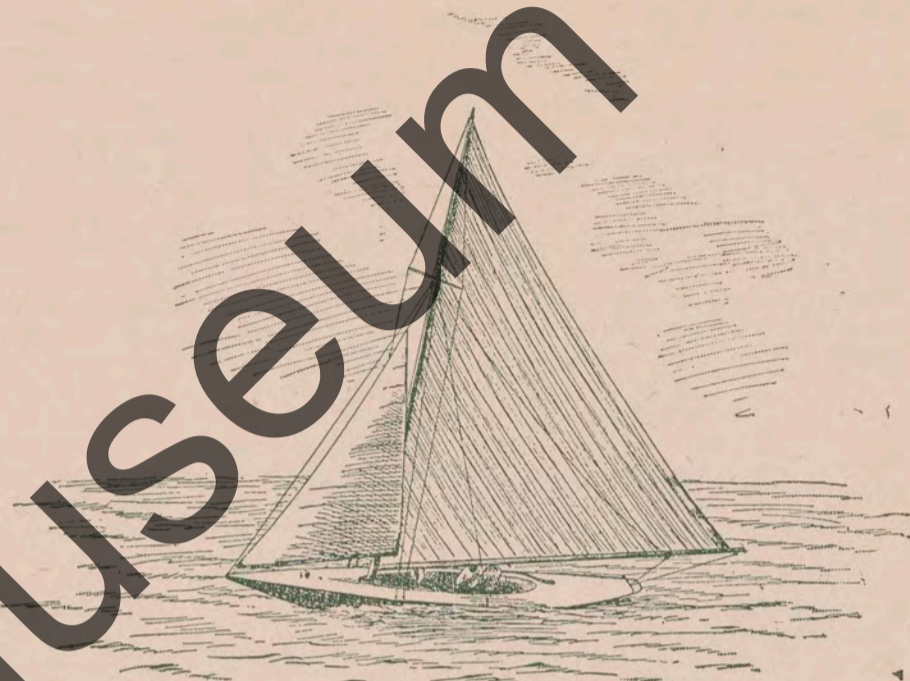
One of our 1896 Special 20 footers

"Ideal" and "Two Step," racing 15 footers, designed by Mr. W. P. Stephens. These two yachts, the former of which was third on the record of the Seawanhaka Corinthian Yacht Club's Trial Races, out of a fleet of 27 starters, are of our regular double-skin construction, and in both finish and fittings are the finest of their class.

"Intrepid," centreboard sloop, 20 foot class. This yacht, also designed by Mr. Stephens, is of a class new to this country, she being intended to be carried, when not actually under way, at the davits of a steam yacht. This latter craft, the auxiliary steam yacht "Intrepid," owned by Mr. Lloyd Phoenix, is noted, even in this day of elegant steamers, for the perfection of her appointments throughout, from a purely seamanlike standpoint, and for the manner in which she is kept and run by her Corinthian owner. In her miniature namesake nothing has been spared that could make her a fitting part of the large yacht. Not being intended for racing, and not canvassed to the full limits of the 20 foot class, some sacrifice of weight has been made to appearance, as compared with the racing 20 footers. The planksheer and wales are of teak, in single lengths, the moulding on the wales being worked solid with the plank. The deck is of white pine, every plank specially tapered, as in the finest of the large racing yachts, the deck fittings, etc., are also of teak. The hull below water is finished in green enamel and above, from the waterline to the wales, in white enamel, the



Racing 15 footer IDEAL. Designed by Mr. W. P. Stephens. Built by The S.S.L. Boat Co. 1896 for Mr. H. O. Havemeyer Junr.



Petrea 18ft racing length for Lake Geneva special class, built by The S.S.L.B. Co, designed by Mr. W.P. Stephens

wales are finished with carved and gilt trailboards and coves relieved by a blue stripe, and with all the deck work is finished in marine varnish. The fittings for hoisting are of bronze, from special patterns. The rig includes hollow spars, sails of special light cotton and union silk, and standing rigging of phosphor bronze wire rope, with imported cordage for the running rigging.

YACHTS' BOATS.

This branch of our business is becoming of more importance each year with the growing demand for improvement in both design and construction of every class of yacht's boat. It is not so long since even experienced yachtsmen, who demanded the very best in model and construction in their yachts, were content to hang at the davits almost anything in the way of faulty model and construction as long as it possessed a liberal veneer of mahogany, brass and upholstery. At the present time the demand is for boats that will match in every respect the yachts on which they are carried, and to meet it, we have for several years devoted special attention to both the models and construction of our yachts' boats. No steam yacht of any size is complete to-day without at least one sailing yacht of 15 or 20 foot racing length at her davits for the special service of her owner either in racing or general pleasure sailing. Our experience in these sizes and in racing construction enables us to make a specialty of such sailing boats for yacht service, and we are prepared to build anything of this class, of course to suit the size of yacht, spread and swing of davits, and other requirements of each individual case. The "Intrepid" boat, already described, is a sample of our work in this line, and for equally serviceable but less elaborate boats of this or the smaller sizes something similar to the "No. 2 Scarecrow" or "La Gloria" will be found suitable.

In rowing boats, we are prepared to build owners' gigs of the best design and any degree of finish demanded. In no class of boat, as a rule, is there more room for improvement than in the stereotyped models of yachts' gigs and cutters, and for some time past we have studied the defects of existing boats, and the various conditions of use with a view to producing something that shall be satisfactory in appearance, service and durability.

We added to our list last season a yacht's cutter of new design, for the shore or service boat of a large schooner, which we consider far in advance of anything before in use. This boat, which we can build in any required length to suit the size of yacht and davits, is of very compact form, of good beam and rather full model, having much greater capacity than the average cutter of greater length. At the same time her lines are fair and easy and every care has been taken to preserve a shipshape and smart appearance. The details of construction have been planned with special reference to the defects and weaknesses visible in such boats after a few years of ordinary service, the material and fastenings being very carefully disposed so as to give great strength with a moderate weight. Those parts where wear is first apparent have been specially strengthened. When a boat of this kind touches the beach she is probably rolled up on her bilge to clear her of any water, all the strain coming on the planking and the usual light ribs, just below the thwarts. In this boat we have adopted not only an oak bilge stringer, but an entirely new form of thwart brace, in place of a knee, thus materially

strengthening the turn of the bilge. In her everyday service between the yacht and the shore, such a boat must carry cakes of ice, bags of coal, barrels, boxes and dunnage of all sorts, some of it at times being stowed none too gently. With this in view we have carried for the whole length of the floor two keelson strips of oak, on edge, 1 inch wide and 2 inches deep, jogged down on the floors and timbers, on which barrels, boxes, etc., may be stowed without danger either to the floorboards or the outer planking. The wales too are specially strengthened to take the hard knocks they must get at times against docks and floats; in fact, every detail has been worked out in the same thorough manner.

In our smaller boats and dinghies a similar model and construction has been followed, making them specially able, stiff and strong; in this class of yacht's boat our work has been tested for several years with perfect success.

The finish of these boats ranges from plain oak and cedar with simple fittings up to mahogany and teak with specially designed bronze fittings, hardwood gratings, etc.; but the general quality of the materials and methods of construction are the same in all classes of the work.

A NEW SAILING BOAT.

With the almost innumerable variety of models of small sailing craft—canoe, canoe-yawl, skiff, rater, half-rater and cruisers without end—it would seem that every possible want of the boat sailor, amateur or professional, were more than provided for. It has, however, occurred to us of late that there is ample room for a new craft such as has not yet been produced by ourselves or other builders. We have in the past dozen years turned out skiffs almost without number, many of them fully fitted for sailing, with folding board, rudder, and one or more sails. Fast and able as it is under sail, the St. Lawrence River Skiff is primarily a rowing boat, and the sailing outfit must be classed at best as auxiliary. We are now engaged with entirely new plans for a sailing boat, a craft that will come between the St. Lawrence River Skiff on the one hand, and our "La Gloria" and "Scarecrow" on the other. This new craft will be 16 feet over all and about 14 feet 6 inches on the waterline, with a little over 4 feet beam. She will follow somewhat the general model of the skiff, sharp at both ends, but with lines better adapted for sailing, though at the same time she may be rowed to much greater advantage than a 15 footer or a "Scarecrow." She will have a moderate but stylish overhang forward, a straight sternpost with wooden rudder and a wide flat keel. Her compact form and moderate weight, with the flat keel, will admit of her being readily housed or beached. The added depth and beam will make it possible to replace the folding centreboard of the skiff with a plain plate board in one piece, the trunk between the two middle thwarts and flush with them. The boat will have ample deck at each end, carried around as a side deck about 4 inches wide, with good coamings. There will be a stern seat, and two wide thwarts, and we propose to utilize all spare space as handy lockers for the stowage of stores, clothes, etc., if the boat is used for cruising. She will be fitted with a simple but effective rig of the canoe type, mainsail and mizzen, and with a complete equipment, oars, rowlocks, rudder, spars, sails, and anchor and cable.

We propose to make her a complete and serviceable **sailboat**, not a yacht, a canoe, or a racing "rater" but a boat that will meet the wants of those who wish to sail for the sake of sailing, to fish, to carry a small party of friends, and to get their money's worth of health and pleasure out of her in the first season. The general construction and finish will be similar to our best skiffs, with such alterations as the difference of model and use shall necessitate. The price, which will be reasonable—for we expect to sell a goodly number—will cover the boat complete in every respect and ready for use within ten minutes of her arrival at the shore. Full description, prices, illustrations, etc., will be found further on in this book, under the heading of "**Special Sailboat.**"

A Few Words on Modern Small Sailing Craft.

Within the past three or four years a wonderful change has come about in yachting, through the introduction of a new type of small sailing craft with long ends, easy lines, fitted in many cases with a bulb fin, or else with a heavy metal centreboard, quite safe, even when not entirely non-capsizable, as many are. These boats have already become very popular in the United States, and promise to be still more in vogue this year, as they are now receiving much attention from yacht clubs which have heretofore devoted themselves exclusively to much larger craft.

In order that these boats should give satisfaction wherever used, it is essential, in the first place, that their general nature should be thoroughly understood, and, secondly, that in each case the type, size, rig and general arrangement should be as nearly as possible adapted to local conditions. It must be clearly understood that all boats of this class are primarily designed not under a waterline length rule, but under the Seawanhaka rule in this country, or the Yacht Racing Association's rule in Great Britain, in both of which the sail area is an equal factor with the waterline length. The almost universal custom in this country in the past has been to build to some fixed length of waterline, and afterward to put on all the sail that the boat could be made to carry, sail not being included in the measurement. In designing these new boats, a different course is followed; the sail area is considered from the first inception of the design—often before any thought is given to the actual lines—and the model is invariably such as may be driven at the required speed, whether for cruising or racing, with a moderate, and in many cases, a very small sail plan. The fact that boats of the same, or even shorter waterline, but of other types, are carrying a certain size of sail plan, in no way indicates that to compete with them the new boats must be similarly rigged; in fact, there is no more certain way to destroy all the good qualities of such models as "La Gloria" and "Scarecrow" than to over-rig them. It is not to be expected that they will

compete successfully with older models of the same waterline length, but often of double the beam and sail area, and sailed by unlimited crews, with no time allowance; but with reasonable limits to crews, and under a rule in which sail area as well as waterline is taken into account, they may be raced with success.

For some years past this special type of small yacht has received a great deal of attention from Mr. W. P. Stephens, yachting and canoeing editor of *Forest and Stream*, an old canoeist and designer of canoes and small yachts; and it is largely through his efforts that the class has been introduced and made popular. The first of these boats, "La Gloria," was built by the St. Lawrence River Skiff, Canoe and Steam Launch Company (the former name of our present firm) in 1892, since which time this company has built some seventy of these particular boats, of various models and sizes, and fitted and rigged for a variety of uses. The experience thus gained has led us to many improvements in model and construction. In order to give thorough satisfaction, a yacht, even as small as these, should be designed specially for the exact use for which she is intended, and for the waters on which she is to sail; but this involves a considerable addition to the cost for a special design, moulds, etc. In order to produce a thoroughly satisfactory craft at the lowest possible cost, we offer a number of standard models—the hulls built from modern and approved designs—which may be greatly varied in rig and fittings to suit different uses. By building a number of boats from a given design, and on the same moulds, the cost of construction is greatly lessened. From the following list of models and fittings the yachtsman will be able to select just such a craft as his uses and locality require for racing or cruising in deep or shoal water: "La Gloria," and the new "No. 2 Scarecrow," each built in two sizes, and fitted with bulb fin, light or weighted centreboard, and racing or cruising rig of any pattern, offer a wide range of choice for all waters.

SPECIAL DESIGNS.

For general use and for ordinary local racing the above stock designs are perfectly suitable; but for racing in certain classes, and for such contests as that for the Seawanhaka Corinthian Yacht Club International Cup, a special design and construction is necessary. Such designs we are prepared to furnish for any class of small yacht, covering both the model and special racing construction, the cost being increased by the price of the design, and also by the extra labor and more expensive material of construction.

OVERHANG.

The overhang at bow and stern is a distinctive feature of all modern yachts and boats, but it must be understood that, while valuable in some ways, this feature is by no means an element of speed in itself and its importance is often overrated. In all of our models the overhangs are proportioned to the other features of the boat; they may usually be lengthened or shortened at some additional expense; but such changes are mainly matters of appearance and have little effect on the performance of the boat.

BULB FIN OR CENTREBOARD.

The original "La Gloria" was fitted with a steel centreboard, while the original "Scarecrow" carried a bulb fin. This has given rise to the idea that each model is specially adapted to one or the other, rather than to both. This is very far from the case. We have sent away many "Scarecrows" with heavy centreboards, and "La Gloria" is well adapted for the bulb fin. Where sufficient depth of water can be had and where absolute safety from capsize is essential, the bulb fin may be fitted to any of the following models. Where draught is limited, the weighted centreboard makes a most convenient boat, and one that is safe in skilful hands. The main difference is that for ordinary work a somewhat smaller area of sail must be given to the centreboard for safe and comfortable sailing than to the bulb fin. For racing, the centreboard boat may carry as large a rig, but the crew must work harder in hiking out to windward, and the chances of a capsize are greater. After selecting such a model as best pleases him, the owner must decide whether he can best use a bulb fin or a centreboard, and if the latter, what the weight shall be. It is most convenient to limit the weight to what may be readily handled by an ordinary tackle, without resorting to a special windlass.

RIG.

The area and pattern of rig depend mainly on the use and local conditions; more sail can be safely carried on broad open waters, such as the St. Lawrence River and Long Island Sound, than on lakes surrounded by hills, and much depends on the personal skill of the sailor and the ballast and crew carried. It is impossible to give the exact amount of sail which one of our boats will carry to the best advantage in distant localities and unknown hands; but the sail plans, whether for racing or general use, are those suitable under average conditions in summer, and with reasonably skilful handling. Much will depend upon the amount of stores and ballast, the number of the crew, and whether it is made up of sailing men or of landmen and ladies. As a rule, in all these boats it is best to err on the side of too little rather than too much sail, as the increase of weight aloft is a material handicap to the very large rig.

The ordinary boom and gaff sail is familiar to all, and is often preferred; but the new leg o' mutton, first used on "Scarecrow," is a most effective sail, and has the advantage of less weight and windage aloft than any other of equal area. Whether it is absolutely superior to the boom and gaff sail under all conditions is not yet proved; but it is at least superior to the windward. We can fit out any of the models with either racing or cruising rig of either pattern.

ARRANGEMENT.

After many trials, we have decided upon the arrangement shown in the drawings of the "No. 2 Scarecrow" as the most satisfactory for all purposes. The hull is divided by two double skin watertight bulkheads, one at each end of the well, leaving ample compartments at each end, and sleeping space and room for sails, duff, etc., in the well. The combing is extended so as to include a portion of the deck at each end of the well, and deck hatches are fitted just inside the combing. In this way the deck is not disfigured, and the hatches are protected from the wash on deck. These hatches are made to fasten securely, and to be practically watertight in

case of a capsize. The hatches are also easily accessible from within the well, without going on deck. The well itself may be fitted in one of two ways—with lowfloor boards, laid directly on the frames or floors, or with a watertight floor, from 3 to 4 inches above the waterline, and draining into the centreboard trunk, or the trunk in which the bulb fin is fitted. This latter plan is preferred by many, as it makes a life-boat self-bailing in the event of any water coming aboard. It has, however, the objection of diminished space in the well; there is less room for the legs or for sitting low down in the boat, and the crew must sacrifice some comfort and put up with some difficulty in passing under the boom in gybing. Nearly all of our original "Scarecrows" have been fitted with the high floor and self-draining well, even for cruising. These boats may be fitted after either plan, according to the choice of the owner. Changes can be made in the location of bulkheads and hatches for any special purposes; but it is believed that the general arrangements shown will be found the most satisfactory.

BOATS FOR ESTABLISHED CLASSES.

Two new classes have been created by the American yacht clubs to include the hitherto unclassified small craft of from 15 to 20 feet waterline. The limits of these classes are 15 feet and 20 feet racing length by the Seawanhaka rule (waterline and sail area), and they are closely coincident with the 1/2 and 1-rating classes, which were built under the British Y. R. A. rule up to the end of the 1895 season. It so happens that the waterline of the smaller "La Gloria"—15 feet 4 1/2 inches—is too long to allow the necessary amount of sail for racing, without exceeding the class limit, 15 feet, and, on the other hand, the length of the larger size—18 feet—is so little that, with full racing rig, the boat will measure only about 19 instead of 20 feet.

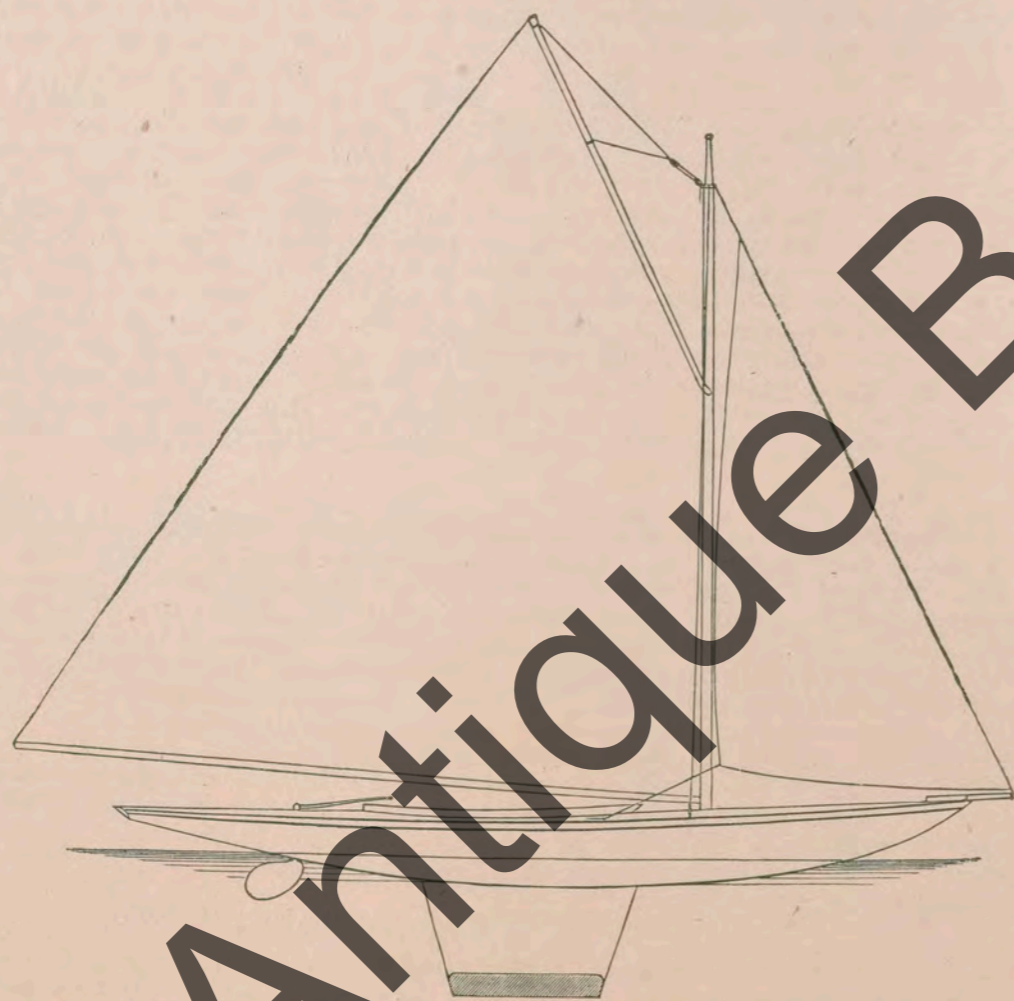
The lengths for the two sizes of the new "No. 2 Scarecrow" have been specially selected with reference to the established classes, about 14 feet 6 inches waterline for the smaller size (15 foot racing length class) and 19 foot waterline for the larger (20 foot racing length class). This naturally makes the new model more desirable in many localities where the new classes are to be found.

NO. S. C.

"SCARECROW No. 2."

Designed Specially for us by Mr. W. P. Stephens.
1897 MODEL. 15 FOOT AND 20 FOOT CLASSES.

Five years' experience in building these little yachts to meet all possible tastes and localities has naturally shown where improvement is possible in model, construction or rig, and during the same time changes have taken place in yachting which were entirely unlooked for when these designs were first made. Within the past two years especially these small craft have met with favor from yachtsmen such as has never before been accorded them in this country; and the international races of the very smallest class have been followed with almost as deep an interest as the great contest for the America's Cup. We are now prepared to build from a new design, specially made for us by Mr. W. P. Stephens, yachting editor of *Forest and Stream*, designer of the original "La Gloria" and "Scarecrow," this design being based on the others, but with such important changes as will adapt it to the new 15 foot and 20 foot classes. The construction and fittings of the boats are such as to adapt them to the same general use as the many already built; with suitable rig and ballast they will be capable of racing in the new classes. At the same time, it must be understood that for such special work as international racing a special construction, and probably a special design as well, will be necessary to keep pace with the advances now made in a single season. For all single-hand sailing and cruising, for carrying three to five persons and for racing with other boats not of special racing build, this model is confidently recommended. As canvassed for ordinary work, the boats will measure less than the full limits, but at the same time a racing sail plan can be given them without exceeding the limits.



SCARECROW NO. 2—BOOM AND GAFF SAIL PLAN, 20 FOOT CLASS.

The dimensions selected are:

20 FOOT CLASS.

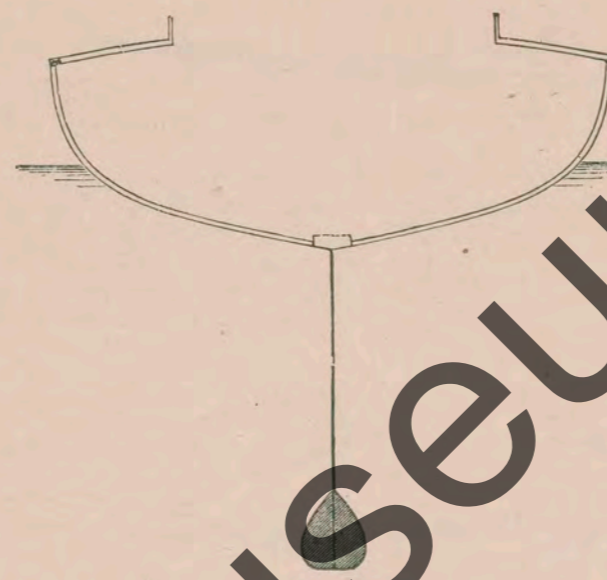
Length over all.....	28 feet
Length, load water line.....	19 "
Overhang, bow.....	4 "
Overhang, stern.....	5 "
Beam, extreme.....	6 " 3 inches.
Freeboard.....	1 " 2 "
Draught, hull only.....	11 "

Sail Areas—Cruising area, 375 square feet; racing area 440 square feet.

15 FOOT CLASS.

Length, over all.....	21 feet 5 inches
Length, load waterline.....	14 " 6 "
Overhang, bow.....	3 "
Overhang, stern.....	3 " 10 "
Beam, extreme.....	4 " 9 "
Freeboard.....	11 "
Draught, hull only.....	8 "

Sail Areas—Cruising area, 200 square feet; racing area 240 square feet.



SCARECROW NO. 2—BODY PLAN, 20 FOOT CLASS.

Ordinary plate, hoisting centreboard (not weighted with lead) can be substituted for bulb fin keel when desired.

WE HIGHLY RECOMMEND THE JIB and LEG O'MUTTON MAINSAIL FOR "SCARECROW."

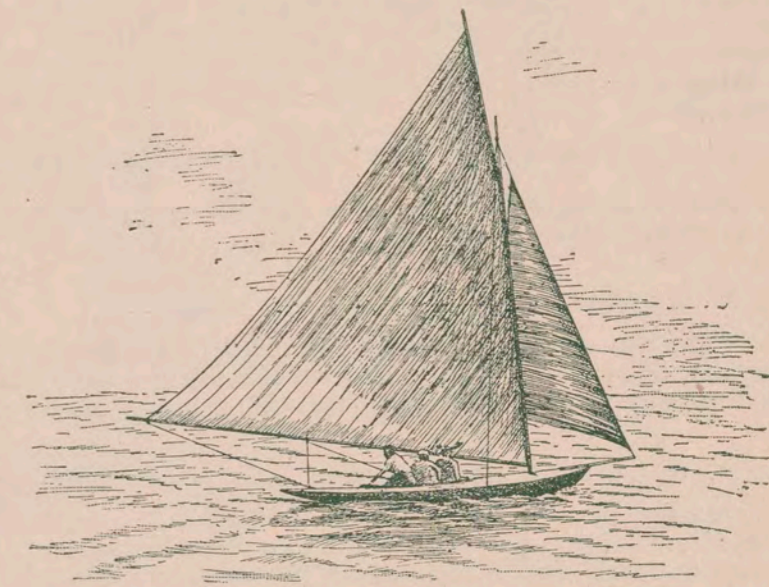
NO. S. C.

"SCARECROW NO. 2."

1897 MODEL. 15 FOOT AND 20 FOOT CLASSES.

The following is a general description of material and construction for both sizes for Cruising:

Keel, stem and sternpost, white oak; frame and floor timbers, white oak or rock elm; planking, cedar or cypress (smoothed to 5/8-inch in 20 foot and 7-16-inch in 15 foot classes), carvel built and thoroughly caulked and paved with white lead, fastened throughout with copper rivets and burrs; transom, mahogany; garboards and sheerstreaks, oak or best Georgia pine; planksheer and covering boards, mahogany; decks, white pine strips, bent to shape, blind fastened, thoroughly caulked and paved with marine glue or red lead; watertight bulkheads fore and aft of two thicknesses of lumber, inclosing layer of canvas and white lead; combing, mahogany; hatches (inside combing shown in deck plan illustration), mahogany; self-bailing cockpit, flooring above load waterline, 4 inches above in 20 foot class and 3 inches above in 15 foot class. (Where customer prefers, we can arrange with ordinary open cockpit, with floor near planking and without self-bailing fittings; this variation will not effect price.) Finish, outside of planking painted with yacht's bottom composition below load waterline and with black or white enamel above load water line; and cove full length of topstreak carved out and gold-leafed; name on transom in neat letters; bulb fin-keel, a fixture, of 5-16-inch for 20 foot and 1/4-inch for 15 foot; plate strongly secured to keel, base of plate having lead bulb (as shown in body plan), the whole plate and bulb weighing about 800 pounds in 20 foot class and 400 pounds in 15 foot class; rudder of hard spring brass, with brass-capped mahogany tiller; deck fittings, *i. e.*, spring gooseneck, cleats, chocks, traveler, etc., polished bronze and hickory, solid mast and spars, clear spruce; standing rigging, phosphor bronze wire rope; running rigging, best manilla; Vary's patent mast hoops; patent roller shieve blocks; turnbuckles or lanyard deadeyes; sail area, 375 feet; material, special 6 1/2 ounce duck, close bighted, bolt roped, etc.; in fact, the whole boat complete for sailing, built of the best selected materials and finished and rigged in first-class ship-shape style.

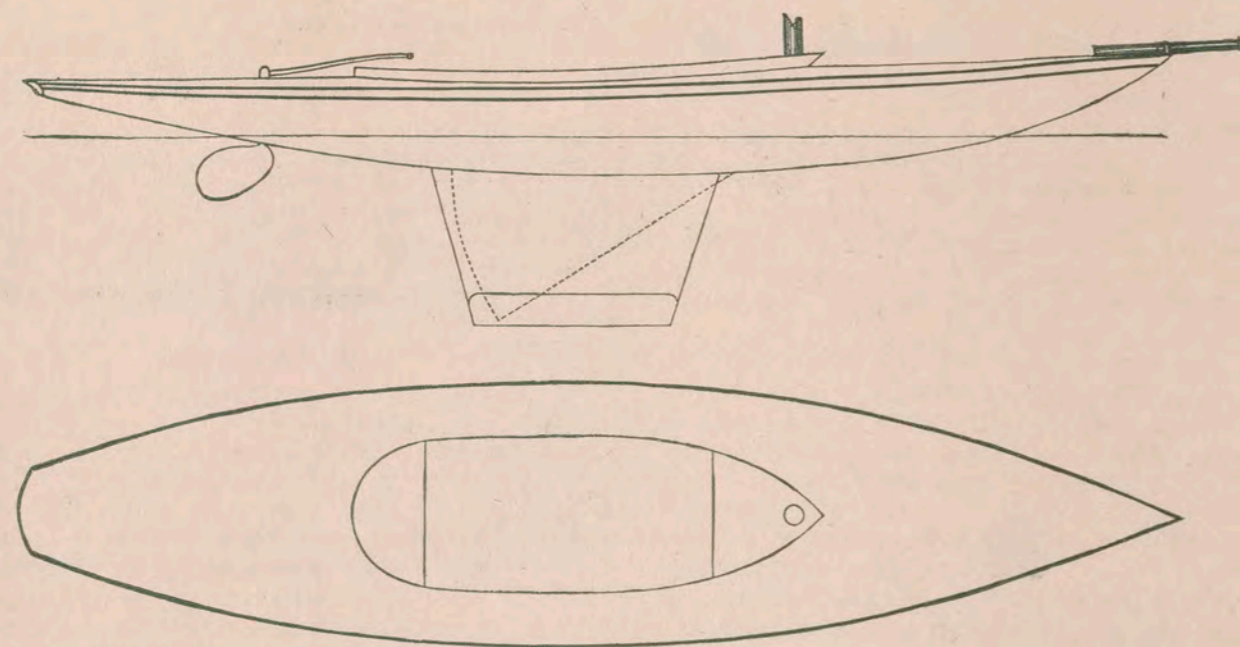


20ft class No. 2 SCARECROW

PRICE FOR THE 20 FOOT CLASS, \$475.00.

PRICE FOR THE 15 FOOT CLASS, \$325.00.

The above prices are arranged for the fast cruising boat, but if rigged for racing the following variations can be made: Mast and spars all hollow; special hand-made light blocks and special light (but consistently strong) fittings throughout; spinaker boom fitting, etc.; adding to above prices \$75.00 for either size.



SCARECROW NO. 2—SHEER PLAN AND DECK PLAN, 20 FOOT CLASS.

The sail areas, to rig up to racing classes, would be 440 square feet in the 20 foot class and 240 square feet in the 15 foot class, or an increase of 65 and 40 square feet in the cruising rigs of 20 foot and 15 foot classes respectively. The above prices being based on the fixed bulb fin-keel, or the hoisting plate centreboard, with inside lead ballast cast to fit over keel between frames. If hoisting bulb fin is required, it also necessitates a hoisting gear which we make specially for this boat. The extra price for extra work on hoisting fin and for hoisting gear (which can be easily taken apart and stowed away in small spaces in two, or three, minutes) is \$35.00.

Hoisting plate centreboard, with ballast inside of hull, can be substituted for bulb fin-keel if desired.

The following are a few of the very many expressions of satisfaction from customers who have purchased "Scarecrow" boats from us:—

MR. W. A. WHEELER, of Albany, N. Y., writes:—

"The Scarecrow 'Alouette' you built for me is fully up to my expectations, and to say that I am expressing it mildly. Have sailed her in all kinds of weather. She behaves finely, especially in heavy weather, when she will crawl to windward in fine shape, this being her strongest point. Am much pleased with the construction."

MR. R. W. SCOTT, of Knickerbocker Building, Philadelphia, Pa., writes:—

"I have tried 'Julith' ('Scarecrow' 15 foot class) under all sorts of conditions, and the results have been truly remarkable. I have been out in a sea calculated to overwhelm almost any 15 foot boat, but with a close-reefed mainsail and a bit of the jib she made wonderfully good weather of it; never shipped a solid drop of water over the bows, and was at all times under most perfect control. So far as the question of safety goes, I am prepared to state that the boat is absolutely non-capsizable and certainly non-sinkable. I have deliberately set about to capsize her, but without avail. I have hauled my mainsails hard aft to a gale of wind and she heeled until the water was very near the foot of the mast, the cockpit full of water and the bulb in plain sight over the weather rail; thus situated, she would wallow, as a matter of course, making little if any headway, but just as soon as a lull came, she righted, forged ahead at a surprising rate, the cockpit emptied itself in a few minutes, and her crew of one did not even wet his feet. I am aware that I have treated the boat shamefully in applying tests of such severity unnecessarily, but I wanted to know where she was weak, if weak she was, and how else could I tell? After tests of this kind frequently applied I had the hull absolutely tight and sound, and the rig entirely satisfactory. I am more than delighted with the little yacht, and the workmanship and finish throughout on her."

MR. E. F. GILLETT, of Hartford Building, Chicago, writes:—

"I take pleasure in telling you that the 'Scarecrow' you built for me has proved very successful. Its beauty of model and finish have been greatly admired, and in speed, safety and seaworthiness has proved superior to any other style of boat sailing in our waters."

MR. CHAS. P. LYON, of Ogdensburg, N. Y., writes:—

"The 'Scarecrow' fin-keel boat you built for me is entirely satisfactory in every way. She is all you claim for her, non-capsizable, fast, a great sea boat, and an excellent single-hander cruiser."

MR. H. S. WOODWORTH, of Rochester, N. Y., writes:—

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

(This boat for Mr. Woodworth was one with hoisting plain steel centreboard, not weighted.)

Our readers will understand that these 15 foot and 20 foot Class No. 2 "Scarecrows" are not the same boat as the original "Scarecrows," which were described in our 1894 and 1895 catalogues. The latter were most successful boats, but did not come up to the limits of the newly established 15 foot and 20 foot classes, so the designs were changed, enlarged and improved, and the "Scarecrow No. 2" boat to fit those classes was produced. The same qualities possessed by the original "Scarecrow" are retained and improved upon in the No. 2 type, the latter also being a more powerful craft than the former.

No. AA.

"LA GLORIA."

(Built to Order only.)

Designed by MR. W. P. STEPHENS, Yachting Editor "Forest and Stream," and built in two sizes.

The original "La Gloria" was designed several years ago, and is one of the most popular fast-cruising small craft that we build. She is a "single-hander" immensely staunch, and a perfect little wonder in a heavy blow or sea, and has won many prizes against first-class company of the same and even larger classes. As opportunities arise, we make such changes as are advisable in the model, rig, fittings, etc. of this boat, so that while this little craft's name "La Gloria" may be very familiar, through its having appeared in our catalogues for the past three or four years, the boat is not by any means a "back-number," but kept up-to-date all the time. "La Gloria" can have either of the following rigs. Jib and mainsail (leg o' mutton), jib and mainsail (boom and gaff), or yawl rig, either leg o' mutton, or boom and gaff sails.

Oak keel, stem, sternpost and frames; mahogany transom; planking, white cedar or cypress, carvel built, copper riveted and burred; top streaks, covering boards, partners and combing, white oak; deck, white pine strips, bent to shape, blind fastened and caulked; combing oval, 2½ or 3 inches above deck forward, tapering to 1½ inches aft; watertight bulkheads with hatches forward and aft; galvanized iron air tank under forward deck; mahogany hatch in forward deck; oak centreboard trunk, plate metal centreboard; oak rudder; removable flooring to cockpit; one semi-circular seat aft and one thwart, both removable for sleeping purposes; outside of planking finished in paint; below load waterline in yacht's bottom, copper; above load waterline, black or white gloss; fittings, polished bronze; brass mast tubes, cleats, chocks, travelers, etc. Sails, 6½-ounce special duck, close bighted; masts and spars clear, solid spruce; standing rigging, galvanized steel wire rope; running rigging, best manilla rope; patent blocks; bronze and wood sail fittings; selected material, and first-class workmanship and finish throughout.

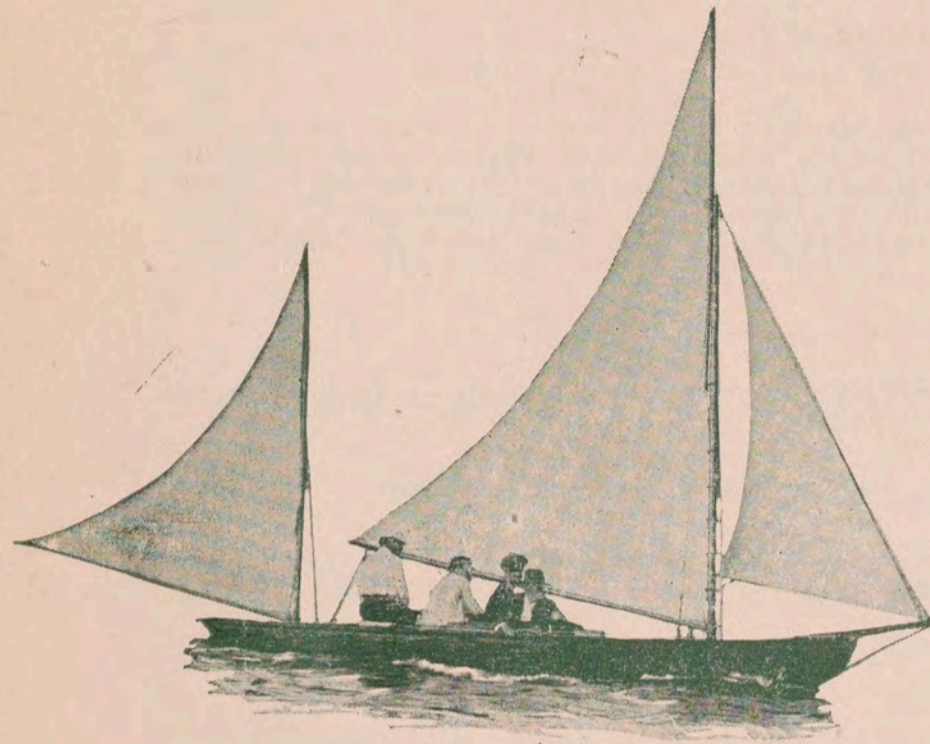


18 ft. lwd. LA GLORIA, with yawl rig.

Price for the 15 ft. 4 in. load waterline boat, complete, \$270.00 | Price for the 18-foot load waterline boat, complete, \$350.00

Can be fitted with fixed bulb fin-keel for \$35.00 for 15 foot 4-inch boat, or \$42.50 extra for the 18 foot, with a further advance of \$35.00 if hoisting bulb fin-keel and special hoisting gear.

DIMENSIONS OF "LA GLORIA."



"LA GLORIA."

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

	15 ft. 4 in. l. w. l.		18 ft. l. w. l.	
	FT.	IN.	FT.	IN.
Length over all.....	20	1	23	6
" load waterline.....	15	4 1/4	18	
Overhang, bow.....	1	3 1/4	1	6
" stern.....	3	5	4	
Beam, extreme.....	4	6	5	
" load waterline.....	4	1	4	9/4
Freeboard, least.....		10 1/4	1	
Sheer, bow.....	7		8 1/4	
" stern.....	4	1-6	6	
Draught, without board.....		6 1-6	8	
Sail area, square feet.....	158		240	
Fore end, load waterline to mainmast.....	4	6	5	3
Slot, fore end.....	5	6	6	6
" after end.....	10	4	12	
Cockpit, fore end.....	7	8	9	
" after end.....	14	1	16	6
Mizzen mast.....	15	7 1/2	18	3
Cockpit, breadth.....	3	6	4	2
Breadth across transom.....	1	1 1/4	1	4
Round of deck.....		3		3 1/4

"Copper fastened throughout" in this, as in our other boats, includes not only copper fastenings for the planking, but copper, brass or similar non-corrosive nails, screws and bolts for all fastenings except the heavy bolts for trunk, which may be of galvanized iron, and possibly galvanized steel wire nails for blind fastenings of deck plank.

Mr. Hy. Burden, of Cazenovia, N. Y., writes:—"My 'La Gloria' is a perfect success, very able and fast, is well built and beautifully rigged. I am delighted with her."

Mr. E. C. Chamberlin, of Chicago, writes:—"My 'Æolus' ('La Gloria'), 15 footer, you built for me has beaten everything in our Club on Lake Beulah. I claim she is the fastest boat of her size that ever came West. In four Regattas on Lake Beulah this season she won first place in every one."

Mr. M. T. Bennett, of New York, writes:—"The 'La Gloria' is a beauty and a success, and fast. As a sea boat she is a wonder."

Mr. John W. Roberts, of Chicago, writes:—"The 15 foot 'La Gloria' you sold to me is the handsomest, fastest and best all-round craft on Lake Winnebago. With her I have won every race this season. I highly recommend your 'La Gloria' as a fast, staunch and serviceable craft."

RACING YACHTS

OF THE REGULAR 15 foot, 20 foot, 25 foot, 30 foot, 36 foot, and 43 foot CLASSES.

We refrain from attempting to list any particular grades, prices, etc., for racing boats of these classes, for the reason that not only have great changes been made in the racing rules and dimensions of same by yachting Associations and Clubs, besides which, every owner naturally desires something different from a regular catalogued boat. There are great opportunities for rapid improvements in these types, and it is simply impossible to catalogue craft for the very many classes throughout the country, but we assure our patrons that we will, as in the past, spare nothing to turn out winners. We are always prepared to submit estimates from designs furnished by ourselves, or from those of our customers when desired. Many of our best designs are from the boards of the best-known and most successful Marine Architects of the day. We aim, also, to turn out such boats complete in every way, and claim to excel in racing rigging and fittings, and in the art of producing the lowest possible minimum weight in hull, spars, rig, fittings, etc., consistent with necessary strength to successfully stand the hard strain of constant racing. We are constantly experimenting with light constructions in all the details, aiming to produce the most desirable and best. We have recently perfected an especially light and extremely strong and tight construction of framing and planking racers of the 15 foot, 20 foot and similar classes, which we confidently believe to be superior, as well as very much lighter than anything heretofore produced for these smaller yachts.

Our hollow spruce masts and spars have given great satisfaction during the past two seasons. These are made of the finest grades of spruce obtainable, cemented together in two lengthway strips by a thoroughly waterproof preparation of our own recipe and manufacture. Prices of different size masts and spars will be found on another page.

We respectfully call the attention of those intending to purchase racing sail yachts of the modern smaller types to the article headed "Racing Sail Yachts" in the early part of this book. So many persons make the mistake of delaying to place their orders till late in the spring and then require their boats delivered at the early opening of the yachting season, thereby denying the designers and builders the opportunity to do their very best on such craft, through lack of necessary time. Again the owner should receive his boat a few weeks before the first race in order to get her tuned up to proper trim well ahead of time. Yachtsmen will readily understand and appreciate the great advantages to be gained thereby. We would strongly advise our customers to place their orders at their earliest possible convenience to avoid disappointment and dissatisfaction at the time of delivery of boats.

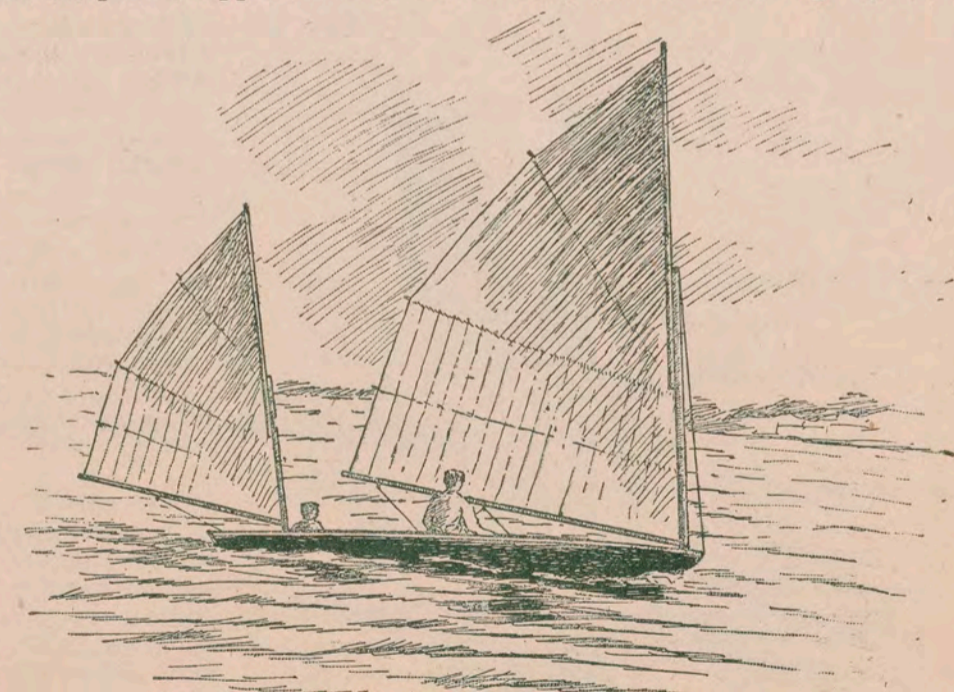
SPECIAL SAIL BOAT.

By referring to the remarks and explanation in the introductory pages of this book, relating to "A New Sailing Boat" the reader will readily understand for just what purposes we have introduced this new style of craft, which is primarily a sail boat, but capable of being easily rowed by one or two persons. Equally serviceable in river, lake or salt water, this boat is the result of much study and experiment to produce the best possible craft to fill all the objects aimed at, viz., staunchness, ease in handling, comfort, cruising qualities, and accommodations for daily sailing, and yet one that can be used to advantage as a pleasure rowing, fishing or hunting boat, that can readily and easily be housed or beached when necessary. **This boat will be built in one size only, but in two grades,** the prices of which are figured extremely close, as we expect to have a large number of orders for same. It must be understood that the general construction, rig, fittings, finish, etc., are not those of the ordinary stock boat, but are special, arranged and made for handiness, effectiveness, durability and appearance.



LENGTH OVER ALL.	16 ft.	LENGTH LOAD WATERLINE.	14 ft. 8 in.
BEAM.	4 ft. 3 in.	DRAUGHT.	6 in.
LEAST FREEBOARD.	12 in.	SAIL AREA.	abt. 200 sq. ft.

Grade A. Keel, stem and sternpost, oak; frames and floor timbers, oak or second growth rock elm; planking, 3/8-inch smooth construction white cedar or spruce, copper riveted and burred; centreboard, oak or yellow pine, brass through bolted (between and flush with tops of rowing thwarts, and so arranged as not to interfere with rowing qualities); bulkheads with dry stowage compartments fore and aft; gunwales, oak; decks, forward 3 feet; sides, 4 inches; aft, 2 feet, 6 inches; 3/8-inch or 7-16-inch quartered sycamore or cherry; coaming, oak; two rowing thwarts and stern seat, cherry or quartered sycamore; floor boards removable; rudder, oak, through bolted with brass; centreboard (of dagger type, to house entirely when not in use), bronze plate, weighing about 75 pounds; deck steering gear and tiller complete, to work on brass tube for mizzen mast; deck fittings complete, including cleats, fairleaders, traveler, etc., of latest and best makes; spruce masts and spars; sail fittings of best design; canvas, special light sail cloth, close bighted and made up in thorough manner; area about 200 square feet; running rigging, etc., complete; 2 pairs polished brass swivel removable rowlocks; 2 pairs spruce oars varnished, leathered and coppered; 1-12 pound patent galvanized iron anchor, with 100 feet 1/2-inch diameter manilla anchor line; 1 small detachable pump to empty through centreboard slot; outside of planking finished in black



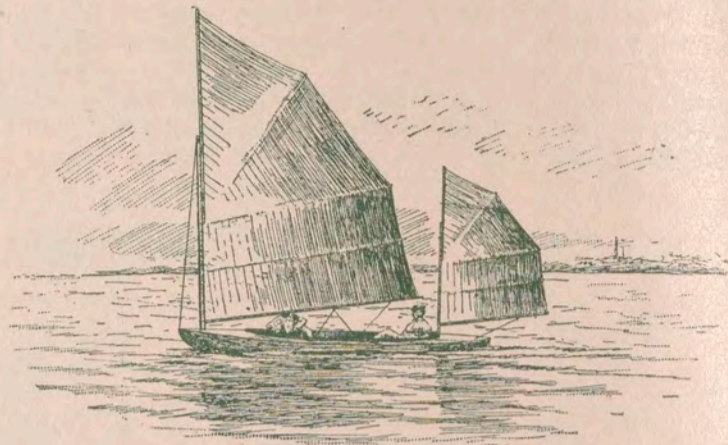
or white enamel above load waterline, and with yacht's copper composition paint below load waterline, decks, coaming, seats and interior of cockpit varnished natural color in best spar varnish; all fastenings brass and copper.

Grade B. Same as **Grade A**, except with following variations:—Planking, 1/2 smooth, beveled lapstreak, copper riveted and burred at frames only, clinched at laps (instead of smooth construction copper riveted throughout), decks, white pine, spruce or butternut (instead of sycamore or cherry); rowing thwarts and seats cypress (instead of sycamore or cherry); centreboard plate steel (instead of bronze); sails, boom and gaff shape instead of batwing; boat throughout equally substantial, handy and serviceable as **Grade A**, but not quite as handsomely finished, rigged or fitted as latter.

PRICE, GRADE A COMPLETE, \$200.00

PRICE, GRADE B COMPLETE, \$150.00

Though we shall endeavor to keep two or three of these special boats in stock most of the time, we expect quite a demand for same, and so would advise intending purchasers to give us at least five or six weeks' notice, if possible, of when they require shipment made, so that, should we have none on hand, we will have ample time to build and make shipment on time.



RACING CAT BOAT "NIPPER."

LIGHT DRAUGHT CENTREBOARD TYPE.

LENGTH WATERLINE. 15 ft.	LENGTH OVER ALL. 20 ft. 8 in.	BEAM EXTREME. 6 ft. 10 in.	DRAUGHT. 6 1/2 in.	DRAUGHT AT SKEG AND RUDDER. 11 1/2 in.
OVERHANG FORD. 2 ft. 7 in.		OVERHANG AFT. 3 ft. 1 in.		SAIL AREA. 280 sq. ft.

SAIL MEASUREMENTS.

HOIST. 13 ft.	LEACH. 27 ft. 11 in.	ON GAFF. 12 ft.	ON BOOM. 21 ft.	DROP OF CENTREBOARD BELOW KEEL. 4 ft. 4 in.
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We are often called upon for an estimate for a small racing, modern cat boat of about 15 feet load waterline, and from 250 to 300 square feet racing sail, for use on such waters as Lakes George, Champlain, Geneva, St. Lawrence River, etc.; hence the design of "Nipper," an unusually smart little craft, designed to meet these requirements. While primarily a racer, it is staunch, and is also suitable for racing and pleasure sailing off the coast in ordinary weather. Though very lightly constructed, is immensely strong, being put together in the best possible manner. Will lay well at anchor, is of such form to house or beach easily.

Grade B is an equally durable boat and is also a handsome, well-finished craft, but not as elaborately finished, or as light in material or construction, still one that should make an excellent record against her type and size.

DESCRIPTION.

Grade A. Keel, yellow pine or oak; stem, natural crook hackmatack; transom, mahogany; frames and floor timbers, second growth hickory, with natural crook hackmatack at intervals; planking, white cedar, 7-16 inch, smooth construction, copper riveted and burred and secured with bronze straps; deck beams and clamps, spruce or hickory; watertight bulkheads, 7 feet apart, of two thicknesses of 1/4-inch lumber, laid diagonally to each other, with layer of cotton and white lead between, and set in special frames; interior bracing of hackmatack and



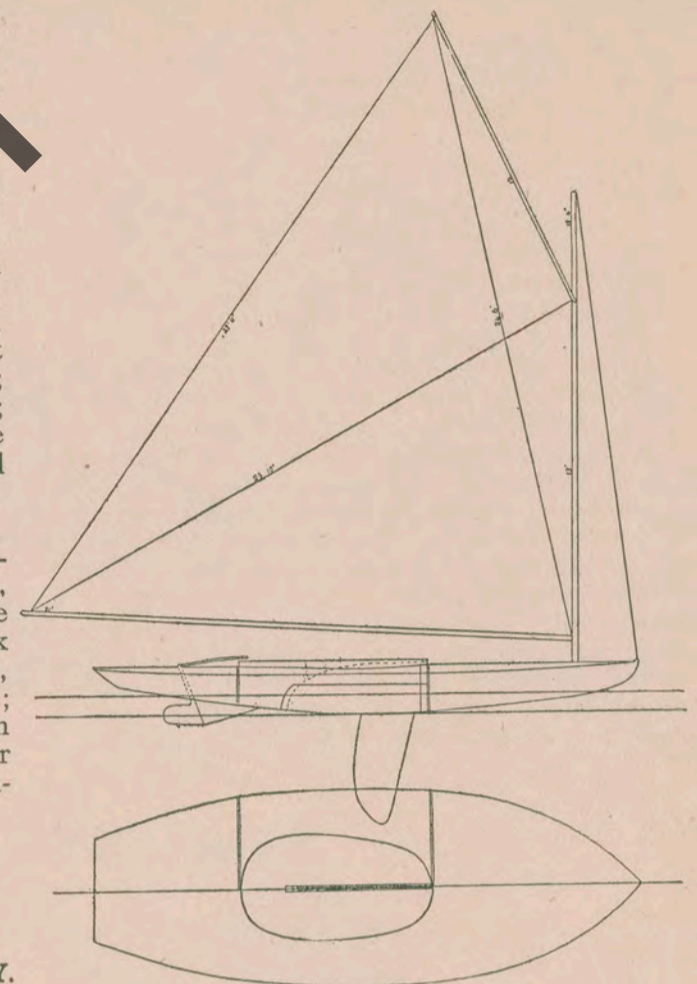
bronze straps; centreboard trunk of yellow pine and mahogany; deck plank, white pine strips, yacht laid, blind fastened, thoroughly caulked and payed with Jeffrey's Marine Glue; coaming, mahogany; 6 feet 9 inches to 7 feet long by 3 feet 9 inches to 4 feet thwartships; hatches in bulkheads; mahogany seat round aft end of cockpit; finish—outside of planking finished above load waterline with yacht's black or white enamel; below load waterline with yacht's copper composition paint and varnish; decks, coaming, transom, interior of cockpit, mast, boom and gaff, varnished natural color with best spar composition; centreboard plate, 1/4-inch bronze; rudder plate, 1/2-inch ditto; mahogany tiller, deck fittings complete in bronze and wood; solid spruce mast and spars; phosphor bronze forestay, patent mast hoops; imported hemp running rigging, patent roller shieve blocks; sail, 280 square feet area, of special light racing material, close bighted, with three rows reef points, selected material and highest workmanship and finish throughout.

Grade B. Same as **Grade A**, except with following variations: Stem, oak; transom, cherry or sycamore; planking, 1/2 inch; no bronze braces to planking or interior, but spruce used for latter; centreboard trunk, white pine or oak; deck seams payed with red lead; coaming, oak; cockpit seats, sycamore or cherry; centreboard and rudder plates of steel; tiller, second growth hickory; blocks, bronze or aluminum with plain shieves, the whole not as handsomely built or finished and with less expensive material and fittings generally.

PRICE, GRADE A, \$400.00

PRICE, GRADE B, \$325.00

FOR BOAT F. O. B. R. R. OR STEAM VESSEL AT OGDENSBURG, N. Y.



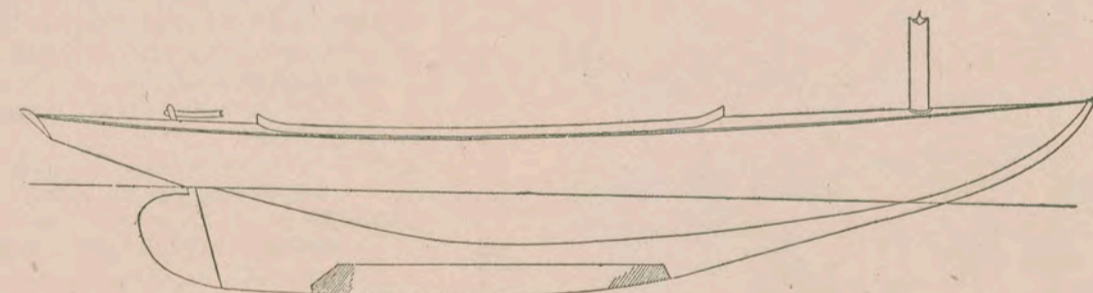
NON-CAPSIZABLE CAT BOAT "BROWNIE."

LENGTH WATERLINE. 18 ft.	LENGTH OVER ALL. 25 ft. 6 in.	BEAM. 7 ft.	DRAUGHT. 2 ft. 6 in.	DEPTH, PLANKSHEER TO RABBIT LINE OF KEEL. 2 ft. 4 in.
	BALLAST. 1000 lbs. of iron.			SAIL AREA. 400 sq. ft.

THIS BOAT IS ABSOLUTELY NON-CAPSIZABLE, AND IMPOSSIBLE TO SWAMP OR SINK.

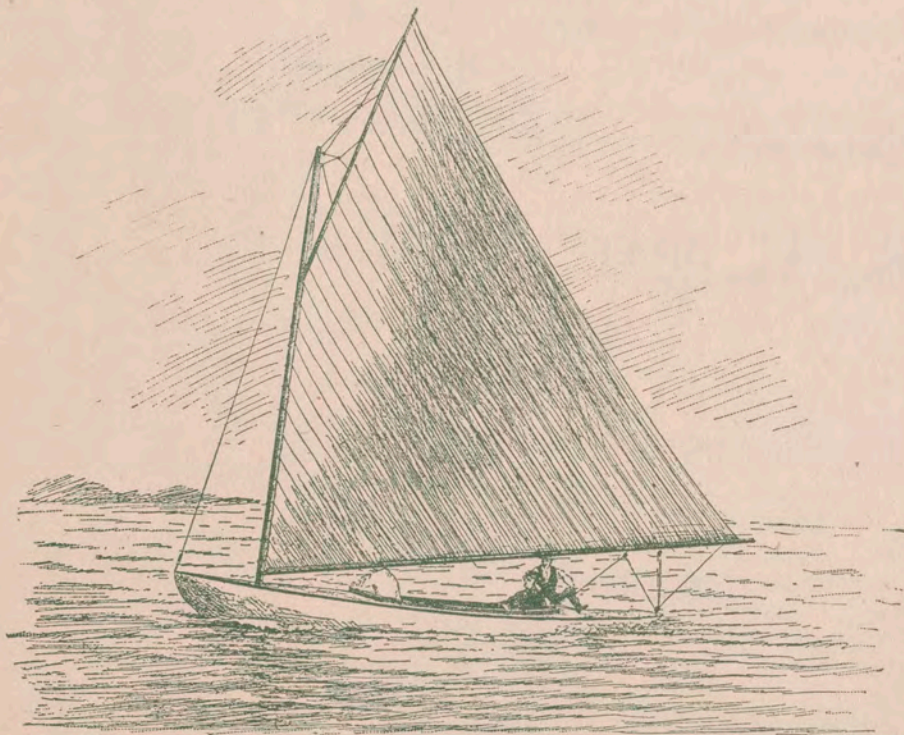
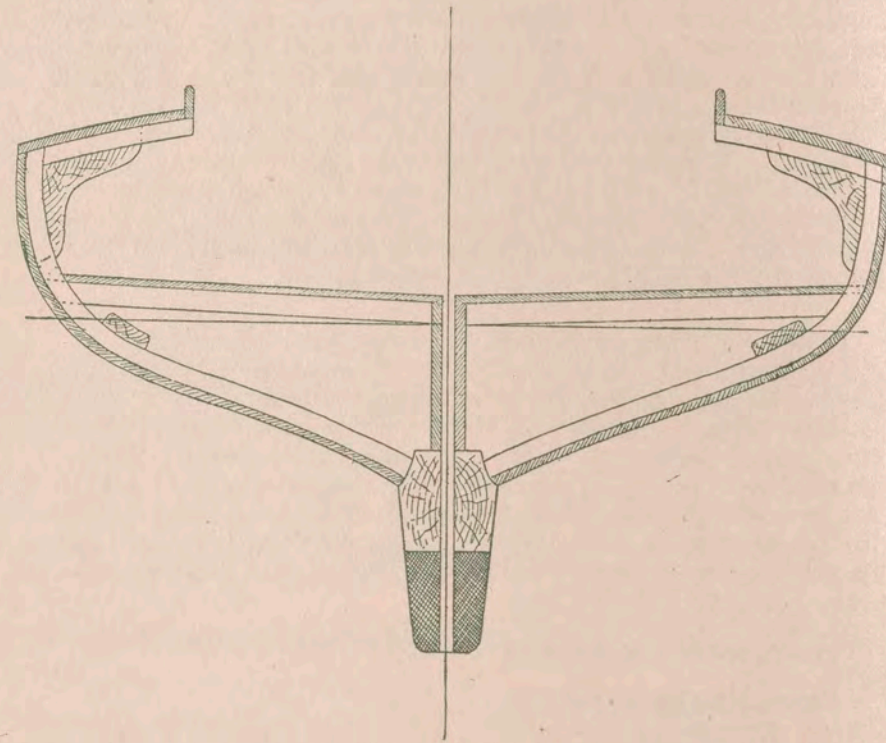
Last season a gentleman owning a summer residence at Thousand Islands, St. Lawrence River, came to us and said:

"I want a particular kind of boat that must embrace a great many good qualities. Possibly I expect too much. My wife and I and several young sons are all extremely fond of sailing. My Island is located where the river is about 8 miles wide, and as you know we sometimes experience some heavy weather and big seas. Now I want some kind of a boat that any of my family can take and sail, and one that I know will bring them home in any kind of weather. I want my mind to be at rest if the youngsters are out sailing, should a heavy squall strike them. In short, I want a boat that they can't capsize. At the same time, while I am not looking for a racing machine, the boat must be fairly fast and able to 'keep up with the crowd,' and



be good enough to be a winner sometimes in our 'scrub' races. Furthermore, as the water is very shoaly in places in our part of the river, she must not exceed from 30 to 33 inches draught, and of a form that will allow of being hauled ashore over the beach without too much difficulty, for laying up for the fall and winter, and strong enough to stand a lot of grief one way and another, and finally must be pretty good looking, up to date, and well rigged. Now what can you do? Do I want too much, or can you fill the bill?"

We satisfied our customer as to our ability to furnish him with the identical boat he was seeking, and have produced it, viz., a comfortable every-day sailer that is **positively non-capsizable, non-sinkable, and non-swampable.** At the same time it is a comfortable, easily handled, powerful little craft, up to date in every way, and with a fair amount of speed. A "clinking" good little boat for any kind of water or weather, and while practically a life boat, has nothing of the "tub" about her. On the contrary, her smart appearance and good style will attract attention in any company. The accompanying cuts of body, sheer and sail plans, etc., will give a good idea of the general form. The cockpit coaming is oval, about 11 feet by 4 feet 6 inches; space between bulkheads is 8 feet; deck hatches at either end of inside of coaming, thus giving two seats; space between bulkheads

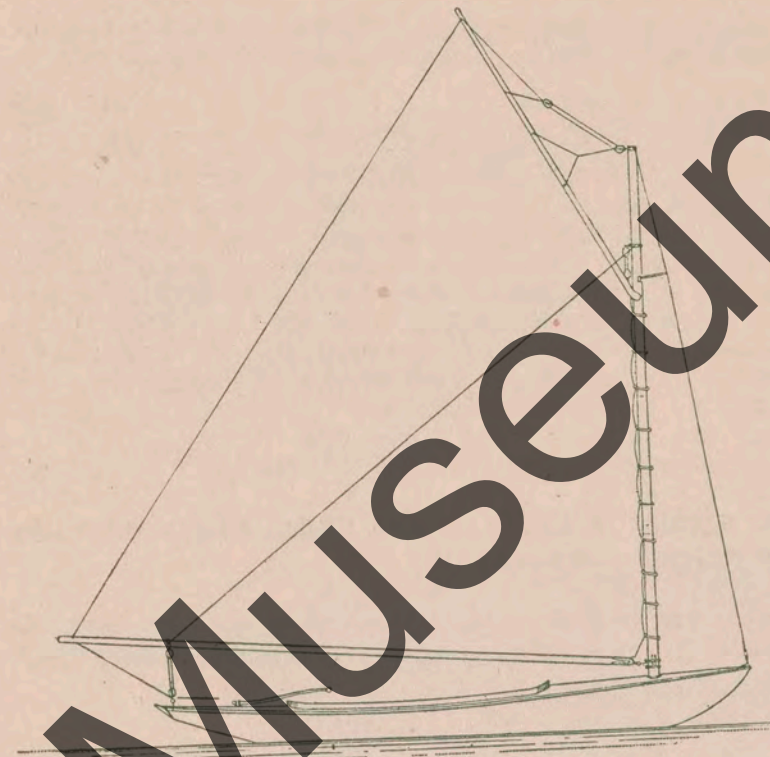


BUILT IN ONE GRADE ONLY.

DESCRIPTION OF NON-CAPSIZABLE CAT BOAT "BROWNIE."

Keel oak, with 1000 pounds iron ballast bolted on; stem, sternpost, etc., oak; frames oak or second growth rock elm or hickory; floor timbers oak and yellow pine; planking $\frac{3}{4}$ -inch white cedar or spruce, smooth (carvel) construction copper riveted and burred throughout, thoroughly caulked and payed with white lead; clamps and keelsons yellow pine or second growth rock elm; deck beams oak; decks white pine strips, yacht laid, blind fastened, thoroughly caulked and payed with Jeffrey's marine

being entirely free from seats, for the reason that to obtain self-bailing cockpit it is necessary to construct cockpit floor 3 inches above load waterline, which leaves but 16 inches or thereabouts from floor to top of deck, or insufficient space for comfortable seats. However, the floor being high and solid, with a few cushions, gives excellent seating or lounging accommodation, as do also the side decks, which are about 15 inches wide at narrowest part. Any seas, spray, rain, etc. reaching the interior of cockpit is immediately drained off. There is considerable dry stowage under decks (easily accessible from cockpit), sufficient to accommodate "duffle," etc., for a week or two's cruise for two or three persons. If desired, a cockpit tent, to swing from boom, can be furnished, which would roll up and stow under fore deck when not in use. For sleeping purposes when cruising, such a device is a valuable addition to such a craft.

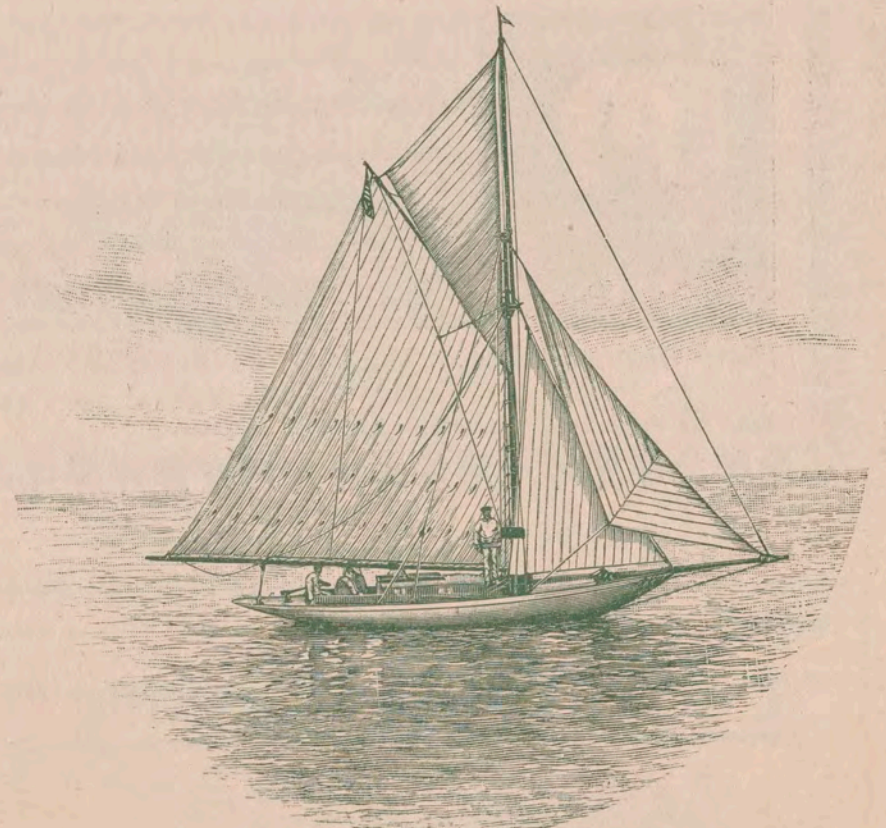


FAST-CRUIISING CUTTER "IRIS."

Length, load waterline, 21 feet; length over all, 32 feet; beam, extreme, 7 feet 6 inches; draught, 5 feet 6 inches; depth of hull, plank-sheer to garboard, at midship section, 5 feet; ballast, 4000 pounds iron, cast, and let into under edge of wood keel; keel, stem, sternpost, frames, floor timbers, etc., white oak; planking, garboards and sheerstreaks, oak, 1 inch; rest of planking, $\frac{7}{8}$ -inch clear cedar or cypress; carvel and caulked construction; copper riveted and burred; decks, clear white pine, 2 inches x $1\frac{1}{2}$ inches, blind fastened, caulked and payed with white lead at seams; cabin house, with seats and bunks to sleep four persons, of oak and red cedar, with companion doors and finish of mahogany; open cockpit provided with self-bailing pipes, etc.; rudder, white oak; tiller, oak, with brass cap, etc.; deck fittings, etc., polished brass; mast and spars, clear spruce; standing rigging, steel wire rope; running rigging, best manilla rope; blocks, lignumvitae shells, with patent roller bushed shieves; sails (as shown in illustration), best 9-ounce duck, made in best possible manner; sail fittings of most approved make; all fastenings, brass, copper and galvanized iron; finishing, outside of planking, painted; decks, cabin, etc., finished in natural color spar composition; selected material and first-class workmanship throughout.

glue; water-tight bulkheads fore and aft, 8 feet apart, on two thicknesses of lumber, having interior layer of duck and white lead, riveted together and set in special frame; self-bailing cockpit; floor set above load waterline; fore and aft deck hatches on inside of coaming; coaming mahogany; oak rudder and post, latter set in brass sleeve; mahogany tiller; solid spruce mast, boom and gaff; outside of planking finished in black or white yachts' coating above load waterline; carved coat fore and aft on topstreak finished in gilt; in yacht's copper composition paint below load waterline; iron ballast finished with non-corrosive composition and metal enamel; decks, coaming and interior of cockpit, spars, etc., finished natural color in best spar composition; deck fitting phosphor bronze and wood; all necessary cleats, chocks, traveler, etc.; forestay phosphor bronze wire rope; sail about 400 square feet area, special duck, close bighted, with two rows reef points; Vary's patent mast hoops; patent roller shieve blocks; imported hemp running rigging; boat complete throughout; selected material and A No. 1 workmanship and finish.

PRICE F. O. B. R. R. OR STEAMBOAT AT OGDENSBURG, N. Y. \$450.00.



THE "IRIS."

Built for Mr. F. T. Christy, Rochester, N. Y., 1895.

PRICE, F. O. B. R. R. AT OGDENSBURG, N. Y., FIFTEEN HUNDRED DOLLARS (\$1500).

One grade only. Full specifications sent on application.

The above is a powerful craft, designed more especially for use on the lakes, and, while none of the cruising qualities are sacrificed for speed, the boat is a fast one for her particular type, and is, withal, a very easy hand-

ling and comfortable craft, with immense stability and great sail carrying capacity. We have not sufficient space here to give anything beyond a general description of this boat, but will be pleased to send full details, etc., to anyone desiring same.

Mr. F. T. Christy, of the Rochester Yacht Club, for whom we built a boat as above, writes as follows:
ROCHESTER, N. Y., September 17, 1895.

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

"Gentlemen:—I take pleasure in saying that the 21 foot load waterline cruising cutter 'Iris' you built for me last winter, from plans prepared by W. P. Stephens, of *Forest and Stream*, is fully up to my expectations. The lines are perfect, and the construction, finish and rigging reflect credit upon your establishment. We have sailed her in all kinds of weather with the most satisfactory results. She has developed considerable speed, and is remarkably dry and comfortable in a heavy sea, shipping but little water. In fact, I feel justified in asserting that we have the finest and most complete little yacht of her size on Lake Ontario.

Very truly yours,
(Signed) "FRANK T. CHRISTY."

DURING THE SEASON OF 1896 "IRIS" HAS MADE A GRAND RECORD IN RACES ON THE GREAT LAKES. HER 1897 RECORD WILL BE FOUND IN "FOREST AND STREAM."

We are prepared to submit Estimates and Specifications for any type of racing or cruising sail boats and yachts, either the hulls, or boats with sails and riggings complete. We have added sail loft to our business, and employ expert sailmakers. Estimates Submitted for Sails of all Sizes, Canvas only, or Spared, Rigged and Fitted.

"Elephant Brand Phosphor-Bronze" Wire Ropes for Standing Rigging, Tiller Ropes, Etc.

REG. TRADE MARKS



THE PHOSPHOR BRONZE SMELTING CO. LIMITED,
2200 WASHINGTON AVE., PHILADELPHIA.
"ELEPHANT BRAND PHOSPHOR-BRONZE"
INGOTS, CASTINGS, WIRE, RODS, SHEETS, ETC.
— DELTA METAL —
CASTINGS, STAMPINGS AND FORGINGS
ORIGINAL AND SOLE MAKERS IN THE U.S.

VERY STRONG AND RIGID
NON-RUSTING WIRE RIGGING


Rich Bronze Color. Require no artificial coating. Do not soil hands or sails.
Tested by Six Years' Service on Salt Water.
Send for Price-list (Philadelphia address, see above).

POPULAR BECAUSE OF MERIT

The Smith Premier Typewriter

IT LEADS THE LINE BECAUSE OF ITS MANY EXCLUSIVE AND SUPERIOR POINTS

Send for for New Pictorial Catalog Note Improvements on the New No. 2



THE PEN IS MIGHTIER THAN THE SWORD
BUT THE SMITH PREMIER TYPEWRITER BEATS THEM BOTH

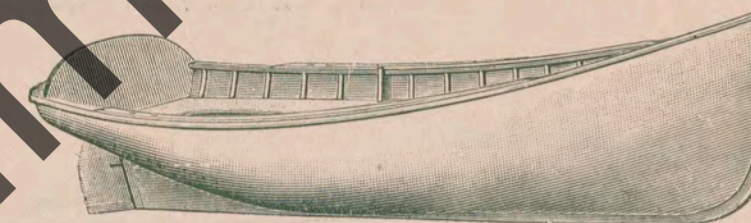
Smith Premier Typewriter Co.
SYRACUSE, N. Y., U. S. A.
Branch Offices in 29 Principal Cities in the United States and England

"Improvement the order of the age"

YACHT TENDERS AND DINGHEYS.

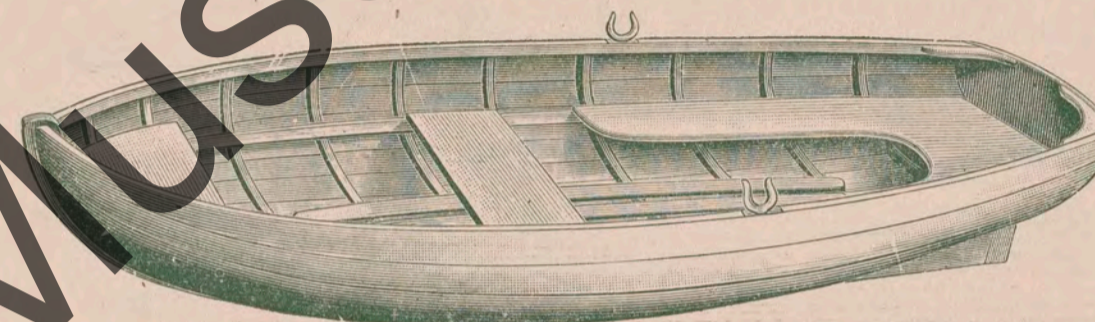
No. 30. "THE LARCHMONT." (Regular Stock.)

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



LENGTH, 10 ft. BEAM, 50 in. PRICE, \$85.00

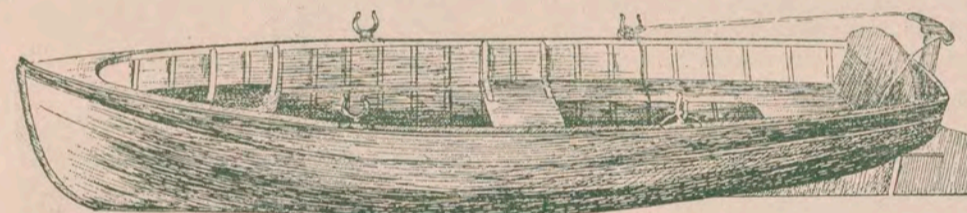
No. 31. "LITTLE GIANT." (Regular Stock.)



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

LENGTH, 10 ft. BEAM, 50 in. PRICE, \$45.00

No. 32. "THE ZEREGA."



Oak keel, stem, sternpost, frames and gunwales; planking, 5-16 or 3/8-inch white cedar, copper riveted and burred to frames; construction—beveled lapstreak; oak or ash breast and afthooks; two rowing thwarts and stern seat and lazy back, ash or oak (or white pine or spruce seats and finish when special lightness is desired); movable floor boards; one pair

oars, two pairs movable swivel rowlocks; hoisting rings fore and aft; painter, etc. Woodwork finished throughout, natural color in best spar composition; polished brass fittings.

LENGTH, 9 ft. BEAM, 44 in. DEPTH AMIDS, 16 1/4 in. PRICE, \$50.00

SPECIAL NOTICE.

"LITTLE GIANT" or "ZEREGA" can be built of same material, fittings, finish, etc., as "LARCHMONT," at same price as latter, viz., \$85.00. The material, construction and finish of "LARCHMONT" are very high grade. "ZEREGA" can be furnished in same grade of material, fittings, finish, etc., as "LITTLE GIANT," at same price as latter, viz., \$45.00. EITHER "LARCHMONT," "LITTLE GIANT" or "ZEREGA" CAN BE VARIED IN DIMENSIONS FROM 8 feet, 6 inches x 44 inches, to 10 feet x 50 inches, or any intermediate length or beam without affecting prices.

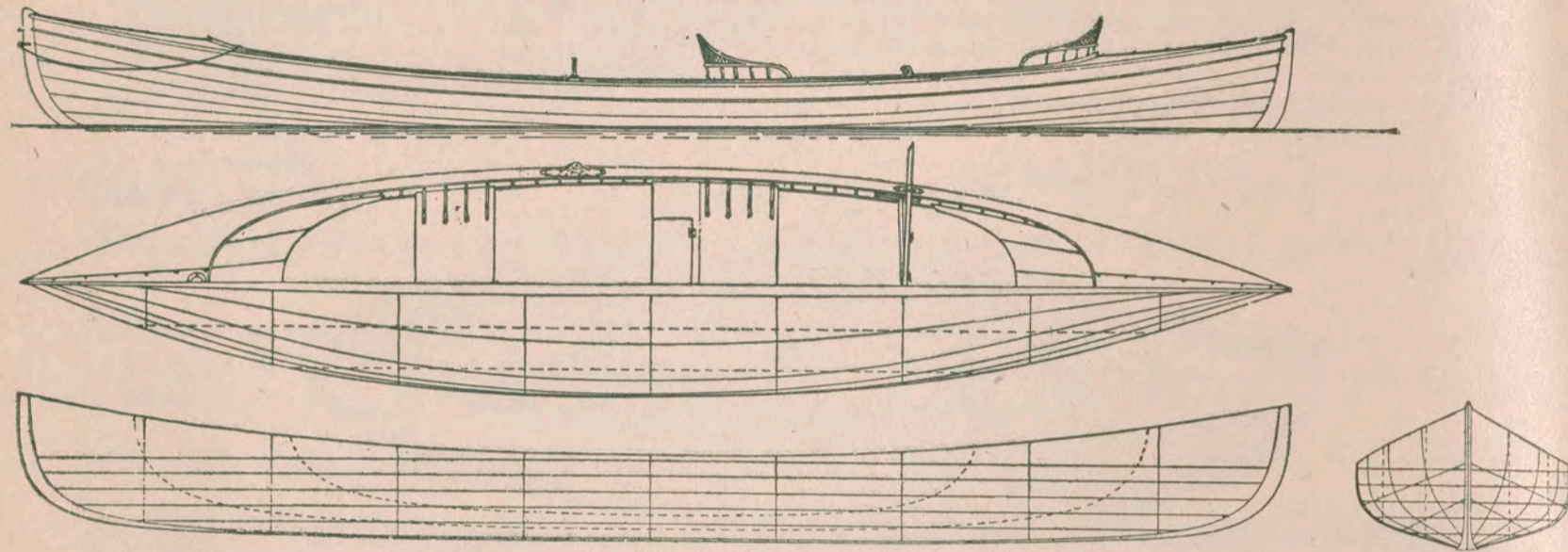
Our department for yacht tenders, to which we pay special attention, is very complete. Careful study and experimenting has enabled us, we believe, to produce the best models in this line yet offered. The really serviceable tender or dinghey should combine the following qualities: Staunchness, lightness,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

Other Sizes and Grades of Tenders and Dingheys Built to Order, from our own designs or from designs furnished by customers. ESTIMATES SUBMITTED ON APPLICATION.

YACHTSMEN WHO ARE INTERESTED IN THE QUESTION OF YACHTS' BOATS ARE INVITED TO REFER TO CLAUSE ON SAME IN OUR INTRODUCTORY MATTER AT COMMENCEMENT OF CATALOGUE. (See page 5.)

THE FAMOUS ST. LAWRENCE RIVER SKIFFS.

OF WHICH WE ARE THE ORIGINAL DESIGNERS AND BUILDERS.



Length, 20 feet; beam, 42 inches. (Can be built in any size desired.) Favorite sizes, from 16 foot to 18 foot lengths.

The Famous St. Lawrence River Skiff is so thoroughly well known and popular as to require no description here. This little craft has for years held first place as the best all-around rowing, or combination rowing and sailing skiff, on account of its ease in rowing, staunchness in sailing, and great safety at all times. For river, lake or salt water use this skiff is equally good, nothing of its inches ever having been produced to equal it as a sea boat, or as a boat for anglers' use, especially when necessary for fishermen to stand up to cast or throw fly. The angler and duck-shot will appreciate such steadiness in a skiff. It is a fact that 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 himself upon the gunwale, as shown in the accompanying illustration, without spilling a drop of water into the boat.

The following St. Lawrence River skiffs are listed with rowing outfits only, but on page 23 will be found prices for skiff sailing outfits, etc.

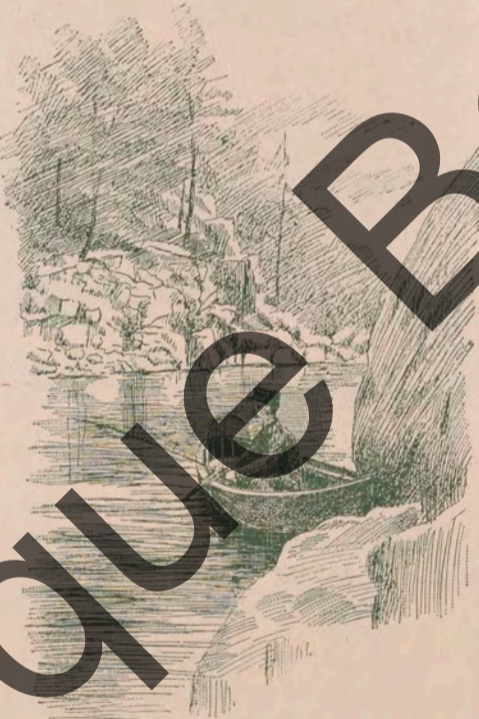
The average size of sail used is from 63 to 80 square feet, but a sail of from 80 to 150 square feet is often used by good sailors, who may safely venture in these buoyant and fast craft into waters which would often swamp a much larger boat of different build.

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

A properly rigged St. Lawrence River skiff placed upon such waters will not only outsail any craft of the size usually found, in either 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 likelihood 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.

As a rule we have a number of the listed grades and sizes of the famous St. Lawrence River skiffs in stock (except "Mohonk"), but to avoid disappointment, and insure shipment at the time required, we advise our patrons to place their orders as early as possible.



No. 1. FAMOUS ST. LAWRENCE RIVER SKIFFS. (Regular Stock.)

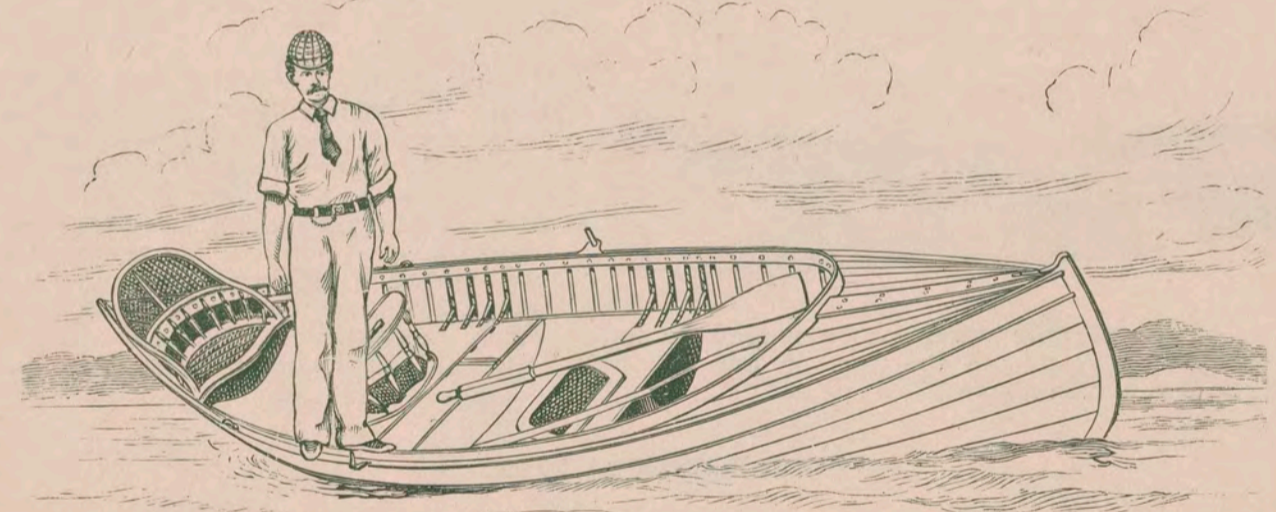
Keel and stems, oak or natural crook hackmatack; frames oak or second growth rock elm; planking, 5-16 inch white cedar, beveled lapstreak construction, seven streaks each side, copper riveted and burred throughout; mahogany or Spanish cedar topstreak; gunwales and coaming mahogany; decks fore and aft, each about 26 inches long at centre, mahogany; two rowing thwarts, mahogany, edged with black walnut or quartered sycamore; bow and stern removable seats, of mahogany and quartered sycamore or black walnut (except in the 16 foot length the bow seat is omitted); two foot braces; mahogany rudder; floor boards removable, to fasten in with brass buttons; woodwork varnished natural color throughout with best spar varnish; nickel-plated or polished brass fittings, including stembands, seat braces, rowlocks, painter ring, rudder yoke and attachments, etc.; two pairs spruce spoon oars, varnished, leathered and copper-tipped; two pairs fancy side-plate swivel rowlocks; painter; handsome carpet full length of cockpit.



LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
18 ft.	42 in.	15 in.	125 lbs.	\$110.00
17 ft.	42 in.	15 in.	115 lbs.	105 00
16 ft.	42 in.	15 in.	105 lbs.	100.00

No. 1 can be constructed "smooth" planking, i. e., smooth inside and outside, for \$10.00 extra, or with Spanish cedar or mahogany planking for \$20.00 extra.

No. 1 is an exceedingly well-built and handsome skiff, constructed in the best possible manner with the best selected materials.



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

No. 2. FAMOUS ST. LAWRENCE RIVER SKIFF. (Regular Stock.)

Keel and stems, oak; frames oak or second growth rock elm; planking, 5-16-inch white cedar, beveled lapstreak construction, 7 streaks each side, copper riveted and burred at frames; copper tacked and thoroughly clinched at laps and joints; gunwales cherry or oak; decks cherry or quartered sycamore, with cherry or butter-nut finish; two rowing thwarts, quartered sycamore or cedar, finished with cherry; bow and stern removable

seats ditto (except in 16 foot length, bow seat is omitted); removable floor boards to button in; two foot braces; cherry rudder; nickel plated or polished brass fittings throughout, including stembands, rudder hangings, rowlocks, seat braces, painter ring, etc.; two pairs fancy side-plate swivel rowlocks; two pairs spruce straight blade feathering oars, varnished, leathared and copper-tipped. All woodwork finished natural color throughout with best spar varnish, except flooring and bottom boards inside, below seats and seat risings, painted.

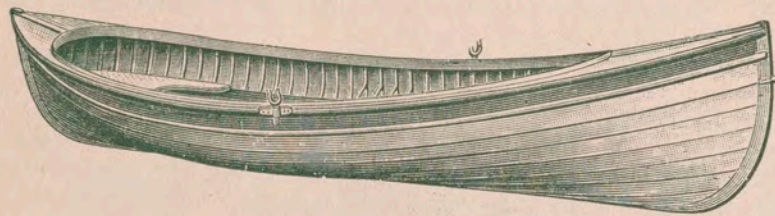
LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
18 ft.	42 in.	15 in.	130 lbs.	\$75.00
17 ft.	42 in.	15 in.	120 lbs.	70.00
16 ft.	42 in.	15 in.	110 lbs.	65.00

No. 2 is also an exceedingly handsome, well-built skiff, equally as durable as No. 1, but with less handsome finish, and material not quite as carefully selected as in No. 1.

No. 3. FAMOUS ST. LAWRENCE RIVER SKIFF. (Regular Stock.)

Keel and stems, oak; frames and gunwales, oak or second growth rock elm; planking, 5-16-inch white cedar, spruce or cypress, beveled lapstreak construction, seven streaks each side, copper nailed and well clinched; decks, butternut, cedar or cypress; two rowing thwarts, cedar or cypress; movable fancy strip seats in bow and stern (except in 15 foot and 16 foot lengths bow seat omitted); galvanized iron fittings, including stembands, seat braces, painter ring, rowlocks, etc.; one pair fancy side-plate rowlocks, one pair straight blade ash or spruce feathering oars, varnished, leathared and copper-tipped; one pair foot braces; outside of planking to lower edge of sheerstreaks, and floor and bottom boards inside below seat risings, thoroughly painted; topstreaks, decks, seats, gunwales, and planking, etc., above seat risings on inside, finished natural color in best spar varnish.

LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
18 ft.	42 in.	15 in.	135 lbs.	\$47.50
17 ft.	42 in.	15 in.	125 lbs.	45.00
16 ft.	42 in.	15 in.	115 lbs.	42.50
15 ft.	42 in.	15 in.	110 lbs.	40.00



No. 3 St. Lawrence River Skiff is better value for money than any rowboat offered. As in the rest of our boats, every inch of lumber is sound and seasoned, and carefully put together, with a view to great durability. No. 3 is also a very attractive little craft in appearance, being thoroughly well finished, and besides being a good family boat, is highly recommended to first-class boat liveries, summer hotels, boating clubs, etc.

The quality of No. 3 grade must not be judged by its extremely moderate price. We sell large numbers of this grade every year, and the fact of our producing them in such quantities enables us to offer same at the figures named above.

OTHER SIZES BUILT TO ORDER.

CHANGES.

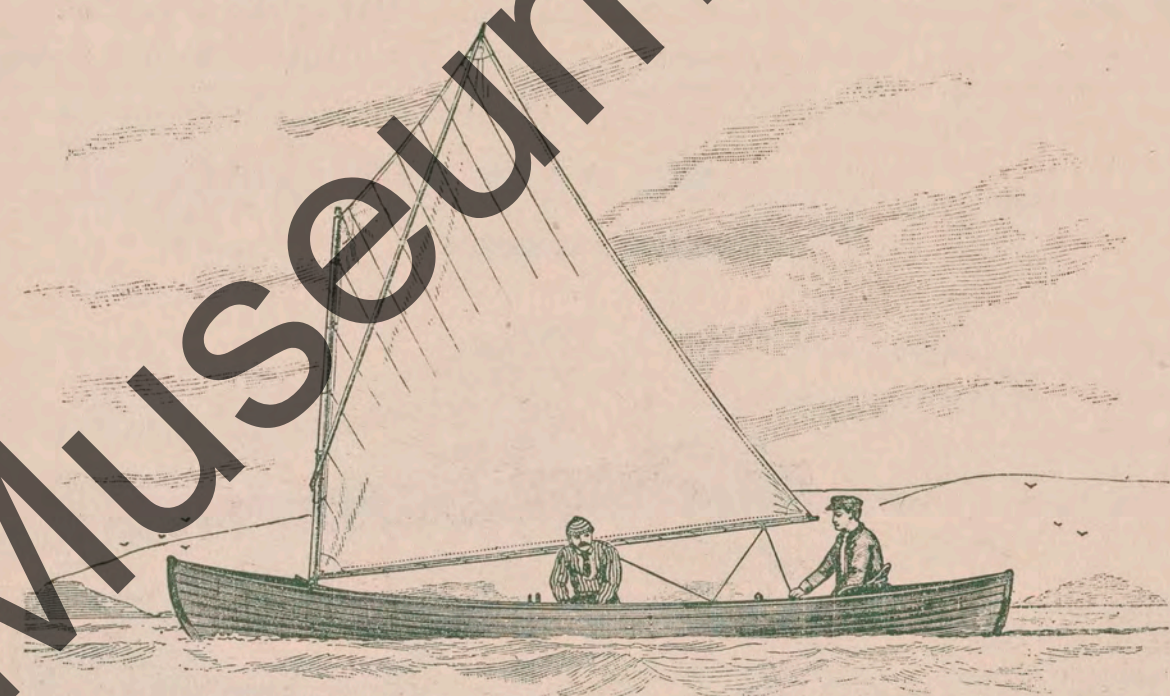
We can make any changes or additions in these grades that our customers may desire in the way of fittings. For instance, one may want brass instead of galvanized iron fittings in No. 3 skiff, or may require two pairs of oars and oarlocks. Another may wish to exclude carpet or rudder from No. 1 skiff. Another may want boat chairs or cushions. Any of these changes may be made, and amounts deducted or added, as the case may be. These skiffs can be built a trifle higher amidships, and seats placed higher if desired. Fixed thole pin oars and oarlocks may be substituted for feathering oars and oarlocks if required, at same prices.

Approximate weights as given above are for boats complete, except oars, rudders and fittings. Any of above skiffs in grades Nos. 2 or 3, planked with Spanish cedar instead of white cedar, \$15.00 extra. Grades No. 2 or 3, planking smooth inside and outside, \$10.00 extra.

Where two or more different kinds of wood are mentioned (such as oak or hackmatack stem; black walnut or quartered sycamore finish, etc., as in No. 1 St. Lawrence River Skiff) we reserve the right to furnish those most convenient to ourselves, unless customer specifies a particular desire for any special kind.

ALL OUR BOATS ARE FASTENED WITH BRASS, COPPER OR BRONZE, FOR SALT WATER USE. ALL PAINTS, VARNISHES, FITTINGS, ETC., THAT WE USE ARE SELECTED FOR THEIR ADAPTABILITY AND USE IN SALT AS WELL AS FRESH WATER.

SAILING OUTFITS
FOR
The Famous St. Lawrence River Skiffs.



For St. Lawrence River Skiffs Nos. 1 and 2. (Sail Outfits only.)

Sprit sail, 72 square feet area, complete with mast, boom and sprit, cordage; nickel-plated or polished brass fittings; mast brace and step (or tube and plate through deck); patent folding galvanized steel centreboard, cleats, etc.; sheet rings, etc. \$25.50

For St. Lawrence River Skiff No. 3.

Same as above, except to have rudder and all fittings galvanized iron instead of brass, and material and finish not quite as high grade. \$22.00

Boom and gaff, hoisting sail, complete with halliards, cleats, etc., furnished instead of sprit sail at following additional cost: For Nos. 1 and 2 skiffs, \$3.50. For No. 3 skiff, \$2.50.

BATWING, LEG-O'-MUTTON, or other styles of rigs can be supplied with our St. Lawrence River Skiffs, when desired; prices upon application.

NO EXTRA CHARGE FOR AFFIXING SAIL OUTFITS TO OUR SKIFFS.
Crates for transportation of single skiffs, \$2.00 each. Extra for skiffs.

RUDDERS.

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

AWNINGS.

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

FLOOR COVERS.

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

HAIR CUSHIONS.

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

CORK CUSHIONS.

- Corduroy cushions, cork stuffed, per square foot. \$3.00
- Tannette cushions, cork stuffed. 2.50
- Canvas cushions, cork stuffed. 2.00
- Corduroy cushions, cork stuffed, skiff or rowboat size. Each, \$4.50
- Pantasote cushions, cork stuffed, skiff or rowboat size. Each, \$4.00
- Canvas cushions, cork stuffed, skiff or rowboat size. Each, \$3.00

These cushions are thoroughly well made of the best material, and are splendid life preservers.

BRACES.

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

FISH BOXES.

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

BOAT COVERS.

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

PLATE CENTREBOARDS.

- Galvanized steel plate centreboard, with wood trunk \$12.00
- Brass plate, centreboard, with wood trunk 17.50

Copper air tanks under bow and stern decks.....	\$ 7.50
Watertight bulkheads with hatches under bow and stern decks.....	12.00
Fine quality carpet, cut to shape and bound, full length of cockpit.....	7.50
Nickel-plated or polished brass boathook on 6 foot wood staff	2.00

FOR OTHER FITTINGS, OARS, PADDLES, BOAT-CHAIRS, ANCHORS, ROWLOCKS, FOLDING CENTREBOARDS, PATENT SEATS, STEERING GEARS, ETC., ETC., SEE ILLUSTRATED LIST AT END OF CATALOGUE.

Proprietors of boat livery and summer resorts should write for estimates for fleets of St. Lawrence River Skiffs, the handsomest, most durable, safest and easiest handling boats of their size in the world. We have many imitators, but the original and genuine Famous St. Lawrence River Skiff is manufactured only by ourselves.

Grade No. 3 is the best livery boat produced for the money. Many livery proprietors inform us that they can command higher rental for the St. Lawrence River Skiff than for any other make of rowboat.

EXTRAS FOR SKIFFS.



SPECIAL ST. LAWRENCE RIVER SKIFF "MOHONK."

BUILT TO ORDER ONLY.

LENGTH.	BEAM AMIDS.	DEPTH AMIDS.
16 ft., 17 ft., or 18 ft.	42 in.	15 in.

Keel and stems, oak; frames, oak, or second growth rock elm; planking, Spanish cedar or mahogany; smooth construction, copper riveted and burred to frames; decks, 2 feet 6 inches each, fore and aft; sides, 2 1/4 inches; decks, gunwales, seats and rowing thwarts, mahogany finished in teak or quartered sycamore, or other fancy wood; two rowing thwarts and bow and stern seats (except in the 16 foot size, the bow seat omitted); all woodwork varnished natural color throughout; nickel-plated or polished brass fittings, including stembands, seat braces, painter ring, 2 pairs fancy swivel rowlocks, flag pole and awning sockets; 2 pairs spruce spoon oars, varnished, leathered and copper-tipped; two adjustable foot braces; removable awning of fancy striped water-proof material, complete with staunchions; two removable fancy willow, varnished boat chairs, each with cork, corduroy or leather-covered cushion; Turkish rug running length of cockpit; 1 flag staff and best quality bunting flag; any desired name neatly lettered on bows.

THIS SKIFF IS OF THE HIGHEST POSSIBLE GRADE OF MATERIAL, WORKMANSHIP AND FINISH. PRICE, 16 FEET TO 18 FEET LENGTH, 42 INCH BEAM, \$175.00.

ROWBOATS.

No. 5.

"EVENING PASTIME."

(Regular Stock.)

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

LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
15 feet.	42 inches.	15 inches.	110 lbs.	\$75.00



Our "EVENING PASTIME" rowboat was designed more especially for river and small lake use, and has always proved a great favorite. Is very attractive in appearance, as well as thoroughly well-built.

No. 6.

"EVENING PASTIME."

(Regular Stock.)

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

LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
15 feet.	42 inches.	15 inches.	110 lbs.	\$50.00

Approximate weight of above, Nos. 5 and 6, for boats complete, except oars, rudder and fittings.

FOR PRICES OF EXTRAS, SUCH AS CUSHIONS, AWNINGS, etc., FOR "EVENING PASTIME," SAME AS THOSE ON PREVIOUS PAGE FOR SKIFFS.

CRATES FOR INCLOSING "EVENING PASTIME" ROWBOATS FOR TRANSPORTATION, \$2.00 EACH.

No. 7.

SQUARE STERN FAMILY BOAT.

(Built to Order.)

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

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

LENGTH.	BEAM.	DEPTH AMIDS.	PRICE.
15 feet, 6 inches.	48 inches.	16 inches.	\$60.00

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

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

CRATES FOR INCLOSING "SQUARE STERN FAMILY BOATS" FOR TRANSPORTATION, \$2.25 EACH.

"EUREKA" COMBINED ROW AND SAIL BOAT.



No. 26.

(Built to Order Only.)

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

LENGTH.	BEAM.	DEPTH AMIDS.	APPROX. WEIGHT.	PRICE.
16 ft.	50 in.	17 in.	(Without sailing or rowing fittings), 250 lbs.	\$175.00

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

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

CRATE TO ENCLOSE "EUREKA" FOR TRANSPORTATION, \$2.50.

NOTICE.—We do not confine ourselves to building those boats as catalogued only, but are prepared to supply ANY SIZE OF PLEASURE, CRUISING OR RACING CRAFT, FROM A CANOE TO SAIL YACHT. ESTIMATES SUBMITTED UPON APPLICATION.

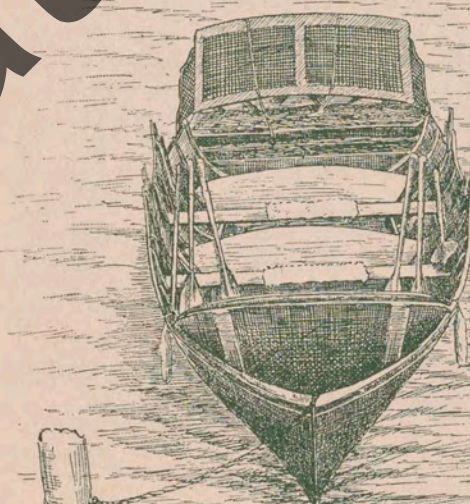
No. 9.

ENGLISH "THAMES ROWBOAT." (Built to Order Only.)



The accompanying illustrations give an exact idea of the "English Thames Rowboat" as far as the general appearance, accommodations, furnishings, etc., are concerned, but can scarcely show to the reader the high excellence of construction and beauty of finish which this boat embraces. Those of our readers who have visited the world-famed Henley Royal Regatta and other reaches of the English Thames, could scarcely have failed to note the splendid style and appearance, and luxurious, comfortable furnishings of the best type of rowboat seen in large numbers there. For small lake or river use this boat has no superior, and same is a valuable and handsome addition to any boathouse. We produce this boat exactly as in England, carefully following the same general design, materials and finish. It is against our rule to imitate, but in this particular case we do not hesitate to do so, being well aware of the merits of the Thames boat, and we have taken as a sample to go by, a boat of the highest grade, built by the leading boat building concern of Great Britain, who has also supplied us with full set of moulds, working drawings and details of their most popular and best model, so that while the "Thames Rowboat," as furnished by ourselves, will be an imitation, it is at the same time an exact one, and is equal in every little detail to the very finest produced in England. The price of this craft is necessarily high, but the full value is there, and we are confident of creating a good demand for such boats in the United States.

Class A. Length, 19 feet by beam 46 inches; 15 inches deep midships; keel, yellow pine or oak; stem, natural crook hackmatt; transom (small), mahogany; frames, second growth rock elm or hickory; planking, mahogany or Spanish cedar, smooth construction, all copper riveted and burred; seats as follows:—bow seat, mahogany with movable mahogany lazy-back; 2 rowing thwarts, mahogany; stern seat, mahogany, with lazy-back and arm rests of cane in mahogany frames; movable mahogany gratings fore and aft; floor boards, spruce; adjustable stretchers



mahogany in second growth hickory frames; mahogany rowlocks and rudder; all woodwork highly finished natural color in best spar varnish; gold and blue light lines at rail inside and outside; 2 rowing seat mats; handsome cushions for bow and stern seats and lazy-backs; 1 straight boat hook; 1 combination paddle and boat hook; 6 light leather fenders; fancy rug for stern floor; 2 pairs spruce spoon oars, varnished, leathered and coppered.

Best selected materials and highest class of workmanship throughout.

PRICE, \$235.00, CRATED AND F. O. B. R. R., AT OGDENSBURG, N. Y.

Grade B. Same as **Grade A**, except with the following variations, etc.:—Planking, white cedar, with mahogany or Spanish cedar topstreaks (copper riveted and burred as **Grade A**); stern seat with lazy-back and arms, all mahogany without cane insertions; no gratings fore and aft; cushions not as high grade as in **A**; no paddle or boat hooks, fenders or rugs; and while the material will be carefully selected and construction thoroughly good, will not have the same degree of excellence as in **Grade A**.

PRICE, \$150.00 CRATED, AND F. O. B. R. R. AT OGDENSBURG, N. Y.



HUNTING BOATS.

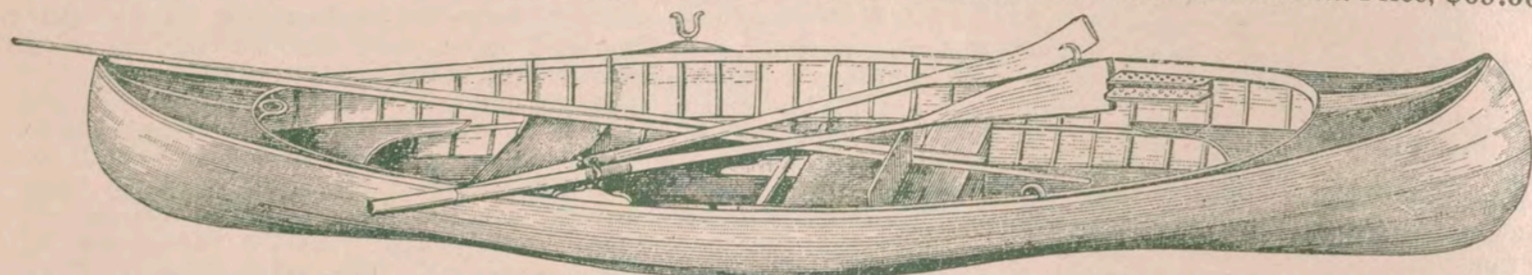
No. 10.

"ST. CLAIR HUNTING SKIFF." (Built to Order Only.)

SPECIALY ADAPTED FOR A LIGHT DRAUGHT HUNTING, FISHING OR CRUISING SKIFF.

Oak keel, frames and gunwales; hackmatack or oak stems; planking, 1/4 inch or 5-16 inch white cedar, half smooth lapstreak construction, copper riveted and burred; decks, 15 inch red cedar, or quartered sycamore; two rowing thwarts; bow and stern seats; one fish and game box; two cartridge racks; painted canvas (removable) to cover bottom; wood rudder; one push pole; one straight blade paddle; one pair straight blade ash or spruce oars; leathered and copper tipped; one pair swivel or "fixed pin" rowlocks; woodwork varnished natural color throughout. Brass fittings.

LENGTH.	BEAM.	DEPTH AMIDSHIPS.	APPROXIMATE WEIGHT.	PRICE.
14 feet	42 inches.	14 1/2 inches.	(Without fittings,) 75 lbs.	\$100.00
or if boat is painted dead grass or any desired color throughout, and planking copper nailed and clinched instead of riveted, pine or cedar decks and finish, otherwise same as above				Price, \$65.00



No. 12.

DUCKING BOAT—"MUD TURTLE." (Built to Order Only.)



This is a very light draught boat, flat-bottomed, except flared forward and aft; no sheer to decks. An excellent boat for marsh shooting and is exceedingly staunch. Length, 15 feet; beam, 44 inches; cedar siding; three streaks each side; 8-foot cockpit; decks, 1/4 inch wood (or lighter), covered with canvas; oak or ash combing; one pair oars and oarlocks; one poling paddle; whole painted dead grass color. Price, \$32.50. Different sizes at proportionate prices. Add \$5.00 if varnished natural color outside of hull, decks, combing, etc.

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

CRATES TO ENCLOSE Nos. 10, 12 AND 13 FOR TRANSPORTATION, \$1.50 EACH.

No. 13.

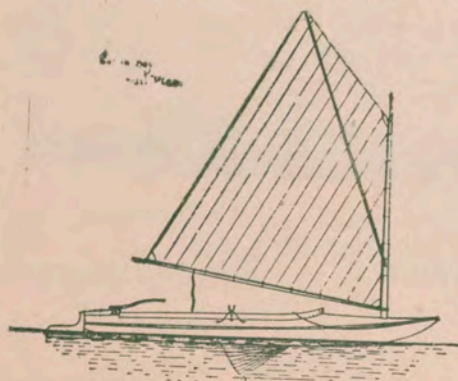
LAKE ST. FRANCIS "SNEAK BOX." (Built to Order Only.)

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

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



LENGTH OVER ALL.	BEAM.	WIDTH STERN.	DEPTH AMIDSHIPS.	DEPTH STERN.
13 feet	4 feet.	30 inches.	15 inches.	7 inches.
APPROXIMATE WEIGHT (without fittings), 85 lbs.				PRICE, \$125.00
or, same boat as above, except to be painted dead grass color throughout; planking to be copper nailed and clinched instead of riveted; decks to be 1/4 inch cedar, canvas covered; centreboard to be Brough's galvanized steel; and fittings throughout galvanized iron; no canvas cockpit cover				Price, \$90.00



SAILING CANOES.

Although our racing and cruising, sculling canoe department is very complete, and we constantly build a large number of them, we have decided not to include any descriptions of same, with the exception of the special "One Design" canoe, for the reason that the average canoeist, in three cases out of four, desires something different from a listed craft. Besides this, there are constant changes in the general construction, make-up, rig and fittings in sailing canoes, probably more so than in any other type of small craft, so that we prefer to submit special estimates in each individual case, rather than to include a number of descriptions, etc., of special canoes in this catalogue.

RACING PADDLING CANOES FOR the American and Western Canoe Associations a specialty. WE BUILD FROM OUR OWN DESIGNS OR FROM THOSE FURNISHED BY OUR CUSTOMERS. ESTIMATES SUBMITTED ON APPLICATION.

No. OD.

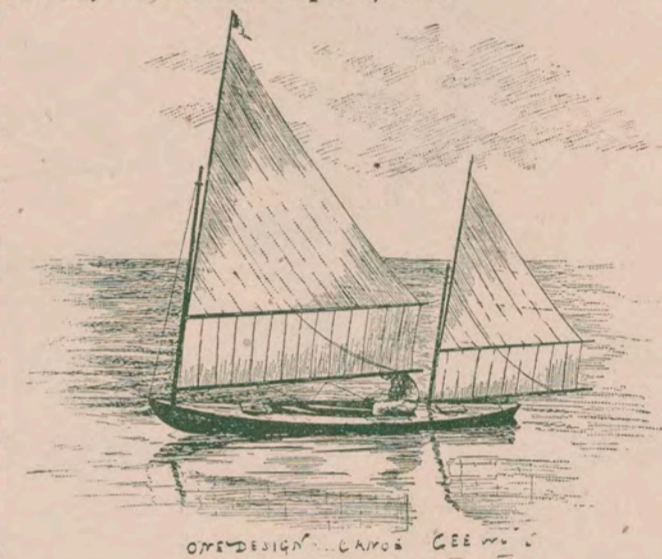
"ONE DESIGN" CANOE.

Designed by Mr. W. P. STEPHENS. (See "Forest and Stream," March 30 and April 6, 1895.)

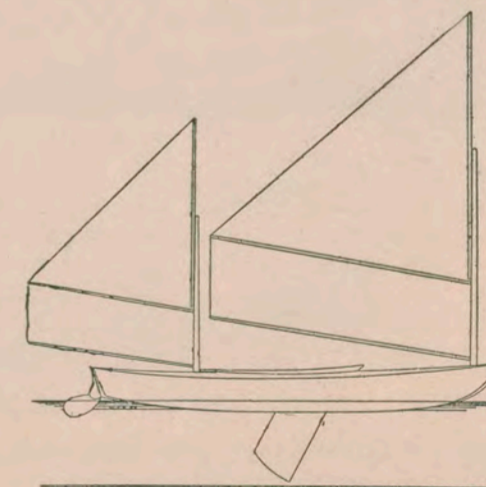
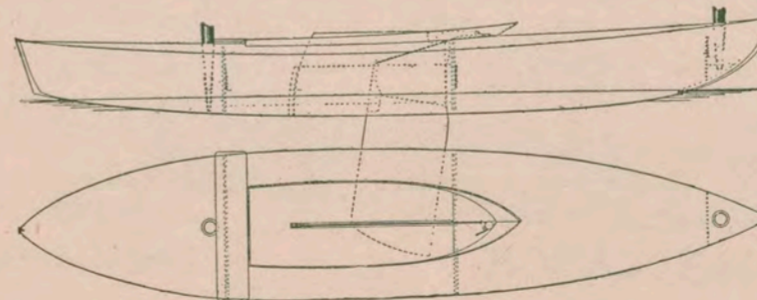
Length over all, 15 feet; length load waterline, 12 feet 6 inches; beam, extreme, 36 inches; oak keel stem and sternpost, natural crook hackmatack; floor timbers, oak; frames, oak or rock elm; planking, Spanish cedar topstreak, rest white cedar, 5-16 inch; construction, smooth lapstreak, copper riveted and burred at frames. Water-tight bulkheads fore and aft of two thicknesses, 3-16 inch; lumber, white cedar and mahogany (latter showing inside of cockpit), each bulkhead enclosing thickness of canvas lapped under bulkhead, and whole fitted between special bulkhead frame; deck beams, cedar or spruce; cockpit combing, mahogany; decks, mahogany; caps, mahogany; deck hatches, fore and aft, mahogany; centreboard trunk, cedar, capped with brass; plate brass centreboard, weight about 50 pounds; polished brass drop rudder; polished brass lock thwartship steering gear, complete with lines, turnbuckles, etc.; main and mizzen travelers, polished brass; polished brass jam cleats, Blanche and alligator cleats, and boxwood dead-eyes; rope tackle and cheek blocks for centreboard hoisting gear; sliding deck seat, 36 inches over all; suit sails, 10 square feet area; masts and spars, hollow spruce; sail material, imported Union silk, close bighted; one reef (quick reefing line gear) to each sail; sail fittings complete; imported hemp cordage; two mast tubes and brass mast plates, 2 3/4 inches diameter at deck; all fastenings brass or copper; woodwork varnished natural color, with spar composition. All material selected and workmanship first-class throughout.

PRICE, ONE HUNDRED AND SEVENTY-FIVE DOLLARS (\$175.00), COMPLETE.

This canoe, generally known as the "Elliott Canoe," was designed to produce a staunch, able, handy and fairly fast canoe for use on salt waters near New York City. During the season of 1895 we built five of them for members of the Field and Marine Club and the New York Canoe Club, and after a season's use the owners express great satisfaction and praise concerning them, and declare the type a great success, the canoes having more than fulfilled their expectations.



PLANS OF THE "ONE DESIGN" CANOE.



Mr. W. S. Gore, of Victoria, British Columbia, writes as follows:—

"The 'One Design' canoe 'Gee Whiz,' which you built for me, far more than meets my most sanguine expectations. Is a great sea boat, comfortable and very fast. Has more than once beaten everything in the Half-Rater class on our waters."

Mr. W. T. Wintringham (Central R. R. Co. of N. J.) writes as follows:—

"She is more able than any canoe I ever sailed in, yet fast and comfortable. Believe she is the best yet for anyone wanting a canoe for the pleasure of sailing. My canoe is splendidly built and a credit to her designer and builders."

PADDLING CANOES.

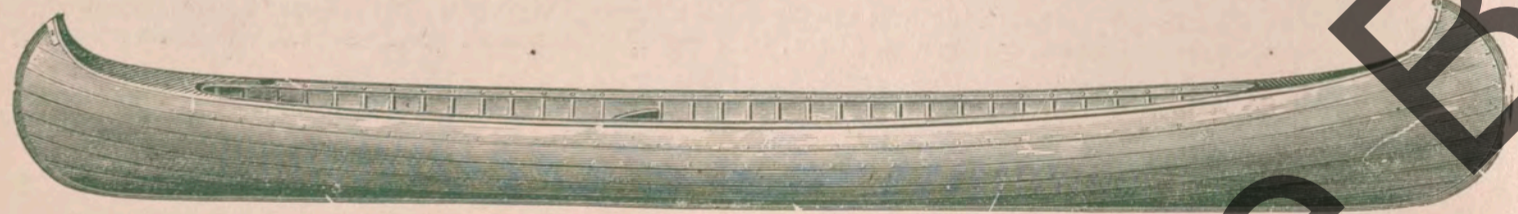


No. 45. CANADIAN CANOE (High Grade). (Regular Stock.)

Oak, spruce or Norway pine keel; oak or hackmatack stems; oak or rock elm ribs; planking, 1/4-inch mahogany or Spanish cedar, smooth construction, copper fastened; decks, 16 inches long, mahogany or quartered sycamore; cedar or cherry gunwales; three thwarts; one double-blade or two single-blade spruce or maple paddles; varnished natural color throughout in best spar composition; nickel-plated brass fittings.

LENGTH.	BEAM.	APPROX. WEIGHT.	PRICE.
15 ft.	30 in.	45 lbs.	\$55.00

No. 46. CANADIAN CANOE. (Regular Stock.)



Spruce or pine keel; oak stems; oak or rock elm ribs; planking, 1/4-inch white cedar; smooth construction; copper fastened; decks 16 inches long, mahogany; cedar or cherry gunwales; three thwarts; one double-blade or two single-blade paddles; finished natural color in best spar composition throughout; nickel-plated brass fittings.

LENGTH.	BEAM.	APPROX. WEIGHT.	PRICE.
15 ft.	30 in.	45 lbs.	\$45.00

No. 47. CANADIAN CANOE. (Regular Stock.)

Oak, spruce or yellow pine keel; oak stems; oak or rock elm ribs; planking, white cedar; lapstreak construction; copper fastened; gunwales, cedar or yellow pine or spruce; decks 16 inches long, butternut or sycamore; three thwarts; two single-blade paddles; finished natural color in best spar varnish throughout; brass fittings.

LENGTH.	BEAM.	APPROX. WEIGHT.	PRICE.
15 ft.	30 in.	45 lbs.	\$35.00

No. 48. CANADIAN CANOE. (Regular Stock.)

Pine or spruce keel; oak or rock elm stems and ribs; planking basswood or white pine; lapstreak or rib-and-baton construction; copper fastened; gunwales and decks, butternut or cedar; three thwarts; outside and inside

of planking painted and finished in gloss; decks, gunwales and thwarts varnished natural color; one single-blade paddle varnished.

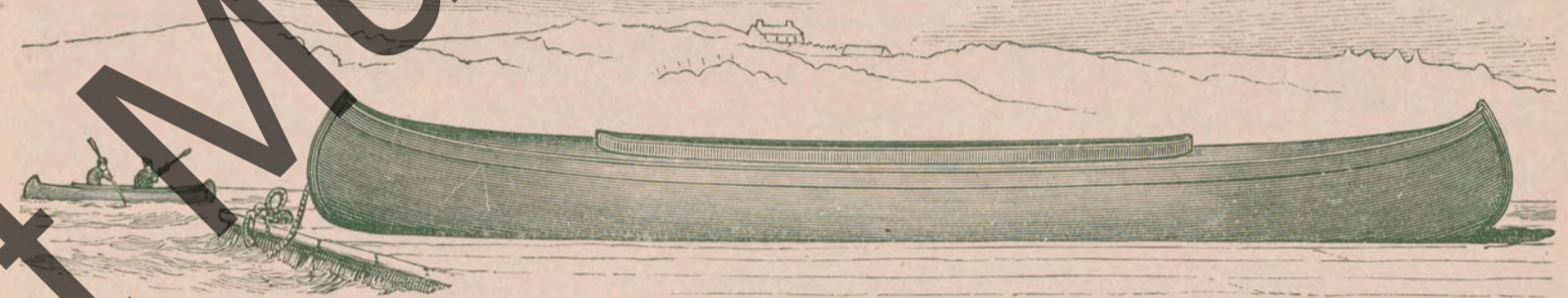
LENGTH.	BEAM.	APPROX. WEIGHT.	PRICE.
15 ft.	30 in.	40 lbs.	\$25.00

Any of Nos. 45, 46, 47 or 48 can be increased in length to 16 feet or in beam to 32 inches, or both, at an extra charge of \$2.00. The lengths of decks may be varied from 12 inches to 20 inches at centre without extra charge.

All these Canadian Canoes described above are built on excellent models and are staunch for their size and easy paddlers. All are splendid value for money.

We export a large number of these craft to Great Britain. We invite foreign correspondence. Special prices to boat clubs, etc., requiring a number of canoes at one time.

No. 49. DECKED CANADIAN CANOE. (Built to Order Only.)



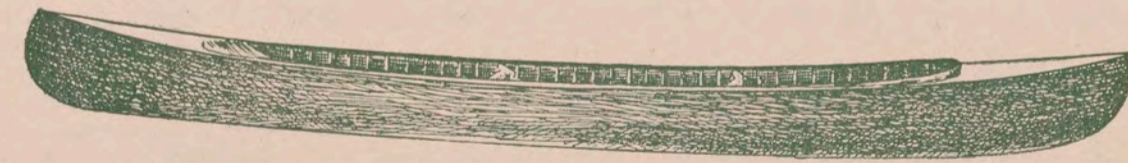
Oak keel, stems and ribs; planking, white cedar; Spanish cedar top streaks; smooth construction; copper fastened; decks, Spanish cedar or mahogany; 3 1/2 feet fore; 3 1/2 feet aft; 6 inches sides; one double-blade or two single-blade paddles; finished throughout natural color in best spar composition.

LENGTH.	BEAM.	APPROX. WEIGHT.	PRICE.
15 ft or 16 ft.	30 in.	60 lbs.	\$75.00

No. 50. CRUISING PADDLER.

DESIGNED BY MR. W. C. BROWN, NEW YORK CITY.

This canoe was designed as a specially comfortable, staunch, easy paddler; for everyday use in smooth and rough water, and for cruising. Will carry three persons comfortably, or two, with considerable "duffle." The model generally is entirely different from anything of the kind, the lines being rather fine forward, and very full clear aft, the greatest beam being aft of midships. The forward end of after deck is curved downwards to give a natural seat for paddling in this style of craft. The sheer of decks is not so pronounced as in the average Canadian canoe, but is moderated with a view to decrease windage. The model was also designed to carry a small batwing sail to advantage when going with the wind. This canoe has been used by the designer in all kinds of weather and occasionally heavy seas, and has proved to fill all the requirements aimed at.



DESCRIPTION.

Keel, oak or yellow pine; stems, oak, or hackmatack; ribs, second growth hickory; planking, Spanish cedar or mahogany, smooth construction, copper fastened; decks, mahogany; 2 feet 6 inches fore; 2 feet 6 inches aft; forward end of aft deck being arranged as a sloping seat for paddler; thwarts and coaming mahogany; finished natural color in spar varnish; 2 single-blade paddles (1 flat blade and one spoon blade), and one double-blade flat paddle.

LENGTH.	BEAM.	DEPTH AMIDS.	PRICE.
17 ft.	31 in.	12 1/2 in.	\$62.50

Extra. 1 batwing sail about 35 square feet area, of extra light Union Silk; hollow spruce mast and boom; light cordage and fittings; one folding mast brace, step, etc. Price, \$12.50
Only selected material and best workmanship in this canoe.

The Simplex Naphtha Engine differs from most other vapor engines on the market in not depending upon atmospheric evaporation for its supply of gas. Attached to the engine is a generator, which is heated by the exhaust pipe from the cylinder, thus producing a uniform gas independent of atmospheric temperature or humidity. Owing to the method of generating the gas, lower grades and less volatile oils may be used. The "Simplex" engine uses successfully naphtha or gasoline as low as 60 degrees specific gravity, and produces as good results as with more highly volatile forms. In starting the engine no fire is used to heat the generator, it being provided with an improved vaporizing arrangement, which furnishes the engine with the vapor necessary for starting up. After running a few minutes, the generator is sufficiently heated to produce a generated gas to take the place of the vaporized gas.

In the "Simplex" engine the gases are admitted to the cylinder through an ordinary throttle valve, and by means of this the speed can be varied at will.

When running at a low speed, it is, of course, necessary to fire a smaller charge of gas under lower compression than when running at maximum speed. With the aid of an improved electric igniting device, which is a combination circuit opener, closer and sparker, and is so constructed as to permit the spark to be fired at any desirable point of the stroke, and owing to the uniform quality of the gas, we are able to successfully fire a very small charge under low compression.

The engine can be run in either direction, and in skillful hands can be reversed without stopping by means of the electric switch (which may be located up forward in the boat near the wheelsman). This is accomplished by means of the electric switch being cut out, causing the engine to immediately slow down, and when within a few turns of stopping, the switch is thrown in and the charge fired just before the piston has reached the point of highest compression, or before the end of stroke is reached, thus forcing the piston back in the opposite direction to that in which it has been running; but in unskillful hands this method of reversing cannot always be depended upon, and we furnish an additional reversing device which is placed inside the boat and is operated by a lever, but this device is only in operation when running backward, the engine and propeller shaft being directly connected when in forward motion.

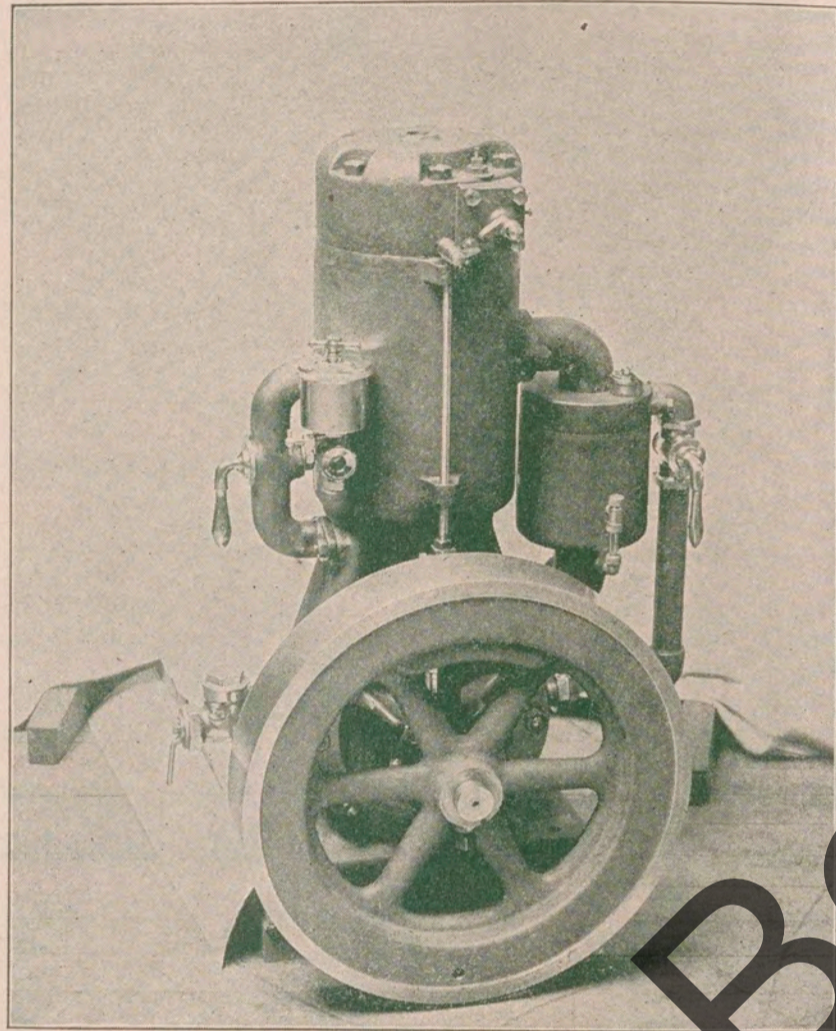
The grading, quality and prices of the various products of petroleum do not seem to be well understood by the general public, judging from the numerous inquiries we receive, and as a guide we briefly mention a few of the more common grades in use.

	SPECIFIC GRAVITY.	Price per Gal. in Barrel Lots, subject, of course, to market fluctuations.
Kerosene.... Common.....	43° to 48°	7 3/4 to 8 3/4 cts.
Benzine..... Common.....	57° to 63°	7 1/4 cts.
Naphtha.... Common for painters' use.....	57° to 63°	7 1/4 cts.
Naphtha.... Special for boat use.....	76°	9 3/4 cts.
Gasoline.... Common for stove use.....	78°	9 cts.
Gasoline.... Special for stove use.....	72° to 74°	9 1/4 cts.
Gasoline.... Common for gasoline engines.....	72°	9 1/4 cts.
Gasoline.... Special for gasoline engines.....	76°	9 3/4 cts.
Gasoline.... Illuminating gas machines.....	87° to 88°	12 to 13 cts.

We successfully use, in the "Simplex" engine, the lowest grades of naphtha, benzine and gasoline in the market, which, as will be seen by the foregoing table, are the lowest in price.

The electric battery which we furnish with the "Simplex" engine is a sealed battery, simple and durable, furnishing a strong spark at the rate of 500 per minute for two weeks on one charge. Cost of recharging, ten cents.

This engine is very smart, picks up quickly and gets under full headway in a few seconds after being started, which is done by giving the balance wheel two turns after the air and gas valves have been properly adjusted to produce the suitable gas mixture. If the engine is stopped after it has been running it can be started with less than one turn of the balance wheel. Practically no time is required for getting ready.



FORE AND AFT VIEW OF 4 HORSE POWER MOTOR

DIMENSIONS AND PRICES.

(PRICES OF MOTORS SOLD SEPARATELY FROM BOATS.)

	2 H. P.	4 H. P.	6 H. P.
Actual horse power.....	2	4	6
Height from bottom of base plate to top of engine cylinder.....	27 in.	30 in.	33 in.
Width of base.....	12 in.	14 in.	16 in.
Diameter of balance wheel.....	18 in.	20 in.	24 in.
Height from bottom of base plate to centre of crank shaft.....	5 in.	5 1/2 in.	6 in.
Width required in boat athwartship.....	18 in.	20 in.	24 in.
Weight of engine, including battery.....	300 lbs.	450 lbs.	600 lbs.
Revolutions per minute.....	300	300	300
Suitable for boat of length.....	16 to 22 ft.	20 to 28 ft.	28 to 35 ft.
Price.....	\$275.00	\$400.00	\$550.00

The above price includes engine, electric battery, spark coil, switch, wire, thrust bearing, reversing gear, inboard stuffing box with gland, outboard stern-bearing, propeller wheel, wheel shaft, circulating pump, and sea cock with bilge connection.

If, from the necessity for using a very small propeller-wheel or other causes, high rotary speed is desired, these engines can be speeded up to 500 revolutions per minute. For general good practice, however, we recommend a speed of about 300 revolutions. We guarantee these engines to be efficient and will sell them subject to return in every case, if not as represented.

BOTH THE "SIMPLEX" AND "WING" MOTORS ARE ALMOST ABSOLUTELY NOISELESS IN RUNNING.

WING'S MARINE GAS ENGINES.

Wing's Marine Gas Engine is the result of many years' practical application of the marine gas engine in boats of all classes. The inventor has given his personal attention to this matter, and knows the faults and shortcomings of most of even the best of gas engines made for these purposes. In this engine he has been successful in eliminating objectionable features, and has produced a small, compact, well-finished, reliable engine. The engine is of the class taking an impulse every second revolution.

The construction and action of the engine is radically different from all other engines—as can be seen by examining the illustration. The gases are admitted into the lower part of the cylinder, giving an upward impulse to the piston, thus largely doing away with the jar of some other gas engines that have the stroke acting directly downwards. This arrangement allows a rigid piston rod and very long connecting rods, giving but a very slight angle, and making it a pulling and not a pushing strain on the connecting rods. The greater part of the weight is low down near the keel—a very valuable feature. Every bearing is on the outside, and accessible.

One oil cup, using only about one drop a minute, lubricates the cylinder, piston and piston rod.

The gas in cylinder is ignited by an electric spark, caused by a pair of wiping electrodes, which will last for months.

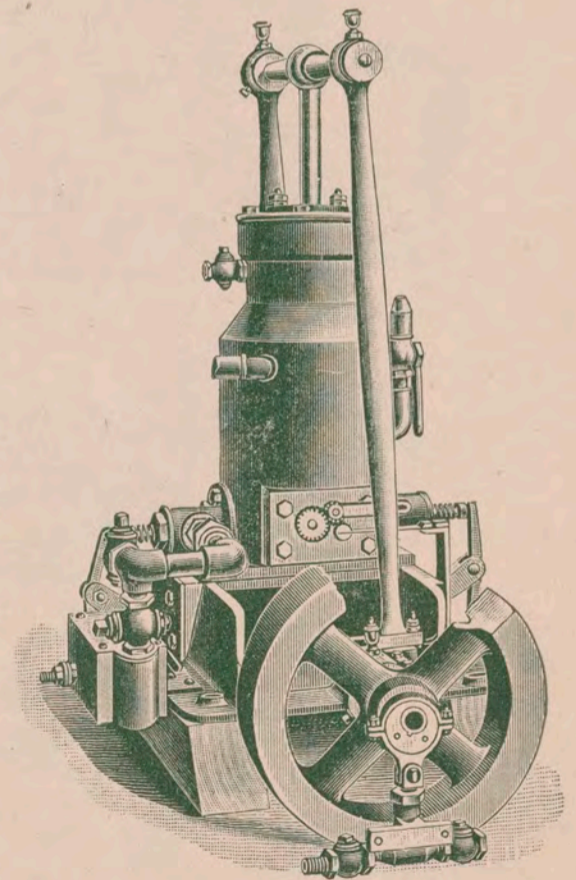
The inlet and exhaust valves are both opened and closed mechanically, and are thus positive.

The vaporizer is of a new design, very safe and efficient. The naphtha or gasoline is supplied to it mechanically and regularly, the air and naphtha mixed and the gas generated in the vaporizer. No naphtha goes into the engine, and no naphtha is allowed to escape outside of the vaporizer, thus making the engine perfectly safe.

The engine requires less than one pint of naphtha or gasoline per actual H. P. per hour.

The screw, or propeller, shaft, etc., furnished with this engine, is of a new reversible pattern. No gears or clumsy hub, but is neat and compact and practical; has ball thrust-bearing and no noise.

A slight movement of the lever will reverse from full forward to full back.



PRICE LIST AND DESCRIPTION OF WING'S MARINE GAS ENGINES.

POWER.	CYLINDERS.	WEIGHT.	SIZE OF BASE.	PRICE.
2 H. P.	One.	210 lbs.	12x16 inches.	\$ 350.00
4 H. P.	Double.	350 lbs.	14x24 inches.	500.00
6 H. P.	One.	600 lbs.	20x24 inches.	700.00
12 H. P.	Double.	1,000 lbs.	20x34 inches.	1,200.00

These prices include copper tank of proper size for engine, with wash partitions; also all piping and fittings for same. Phosphor bronze shaft, reversing screw, sternbearing and stuffing box. Two batteries and fittings, patent vaporizer, water circulating pump, and all pipes and fittings for water connections, patent muffler and exhaust pipe.

TOOLS.

1 Stillson wrench, 1 monkey wrench, 2 S wrenches, 1 screw-driver, 2 files, 1 pair side cut pliers, 1 squirt can, 1 oil filler, and 1 can gas engine cylinder oil. Everything complete for putting the engine into the boat, but does not include the labor of doing latter.

GUARANTEE.

All engines sold by this Company are guaranteed for one year against any imperfect work or material.

FAST STEAM LAUNCH "VAILIMA."

Designed by Mr. Wm. Gardner, of New York, for Mr. W. H. Post, of Ogdensburg, N. Y. Built by The Spalding St. Lawrence Boat Co., Ogdensburg, N. Y., 1896.

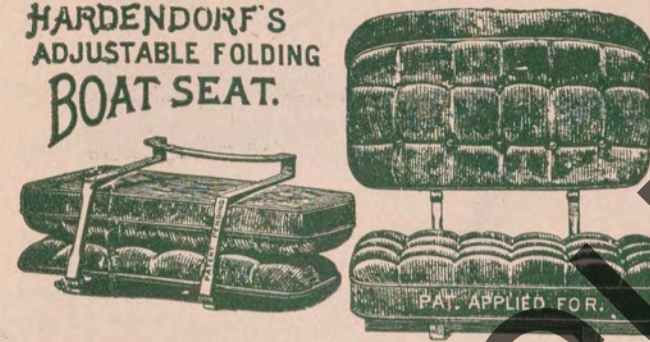
L. W. L.	L. O. A.	BEAM.	DRAUGHT HULL.	DRAUGHT SKAG.	SPEED.
55 ft.	60 ft.	9 ft. 6 in.	2 ft. 9 in.	3 ft. 6 in.	14 miles.



Oak, yellow pine and cedar hull; house and upper works mahogany. Boiler, Almy Water Tube type, 51 1/2 inches by 61 1/2 inches by 68 inches; engine, Marvel & Co.'s compound cylinders, 7 inches and 14 inches; stroke 8 inches.

We are prepared to estimate for any size of steam launches, with or without machinery, and with any kinds of machinery that customers may desire. Hulls from our own designs or from those furnished by our patrons.

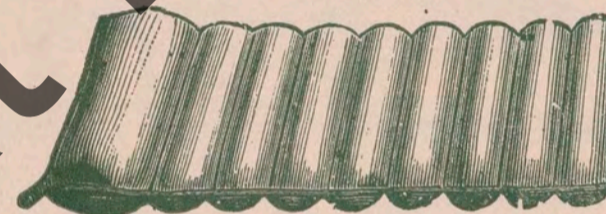
HARDENDORF'S ADJUSTABLE FOLDING BOAT SEAT.



It is light, strong and durable, weighing but 6 pounds; well cared for will last a life time; it can be folded into a very small compass, and can be easily carried in trunk or hand; folding back down over cushion makes the seat absolutely waterproof, and keeps the cushion and back perfectly dry if exposed in any kind of storm.

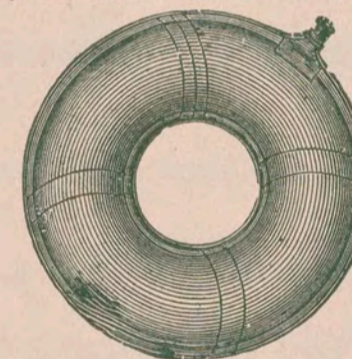
- No. 6. Cushion and back stuffed with hair or cork and hair, covered with English Corduroy, Each, \$4.00
- No. 8. Cushion and back stuffed with hair or cork and hair, covered with Joy's best rubber, Each, \$3.00
- No. 10. Cushion and back stuffed with moss and hair covered with enameled duck.....\$2.50

CANOE, BOAT and CAMP AIR MATTRESSES. WITH PILLOWS. MADE OF HEAVY MACKINTOSH RUBBER.

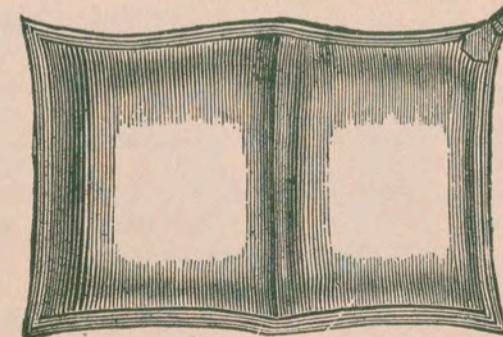


- 22 x 56 inches, Canoe Size.....\$12.00
- 42 x 80 " Boat " 33.00
- 52 x 80 " Camp " 42.00

RUBBER RING BOAT SEAT AND LIFE BUOY.



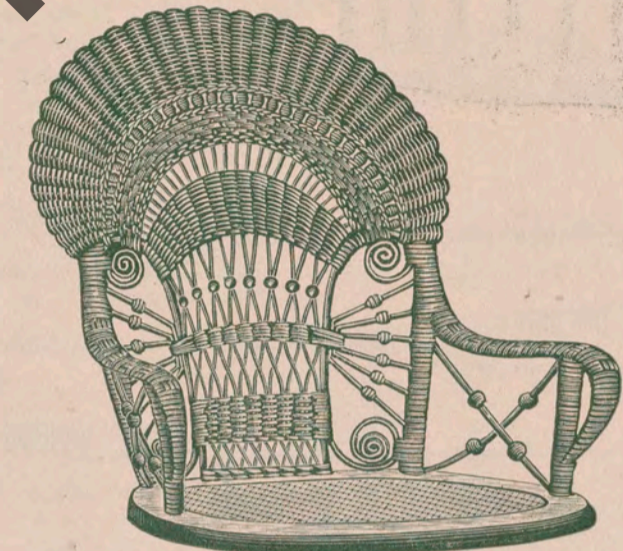
- No. 8. 16 in. in diameter, heavy rubber, Each, \$2.00



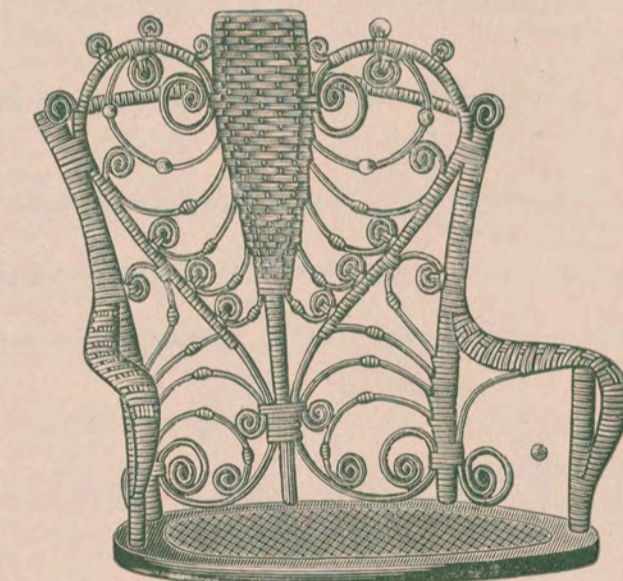
- No. 4. 14x23 in., fancy covered, odorless, Each, \$3.00

BOAT CHAIRS.

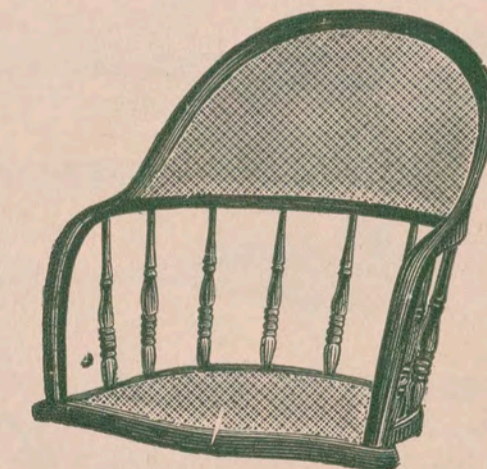
Any of chairs shown are adapted for either bow or stern seats or thwarts of the famous St. Lawrence River Skiffs or our ordinary row boats. Fitted with small leather pads on under side to prevent slipping.



- No. 1. High back, fancy willow, varnished....\$5.50

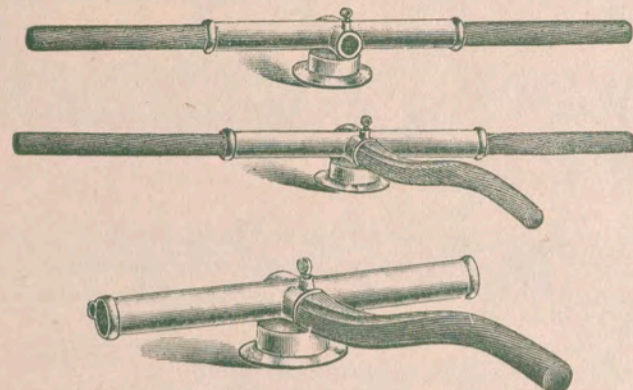


- No. 2. High back, fancy willow, varnished....\$4.50



- No. 3. High back, oak frame, cane back and seat, varnished..... Each, \$3.00
- No. 3. High back, walnut frame, cane back and seat, varnished..... Each, \$4.00

EUREKA STEERING GEAR.

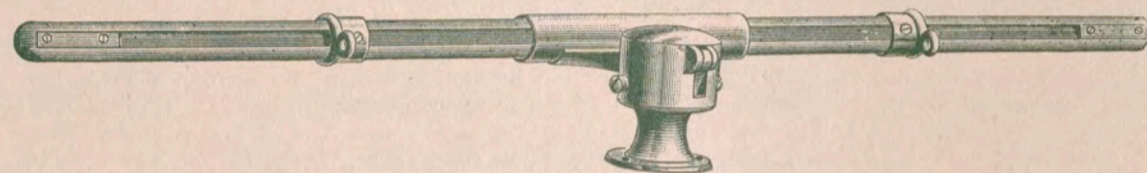


For canoes, skiffs or canoe yawls, and other small sailing craft. Can be used with either fore and aft or athwartships tiller, either of which can be removed in a few seconds. The gear works on screw plate on deck. Complete with two wood tillers, etc.

	Nickel-plated Brass.	Polished Brass.
Canoe Size.....	\$8.25	\$8.00
Skiff or Canoe Yawl Size.....	10.25	10.00

Cuts show one gear in three different uses.

STEERING GEAR.



Athwartships Lock, Canoe Steering Gear.

Nickel-plated Brass, with wood tiller..... Each, \$8.00 | Polished Brass, with wood tiller.....\$7.75

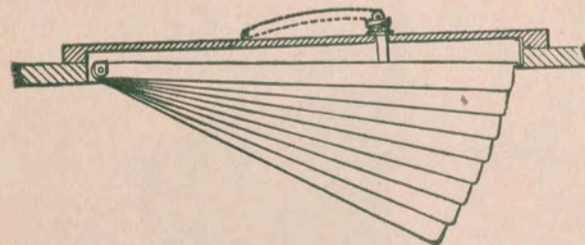
JAM CLEAT.



	Nickel-plated.	Brass, Polished.
4 inches long.....per doz.,	\$3.00	\$2.80
3 " " " " " " " "	2.40	2.20
2 " " " " " " " "	1.80	1.60

RADIX PATENT FOLDING CENTREBOARD.

All brass, except wood trunk.



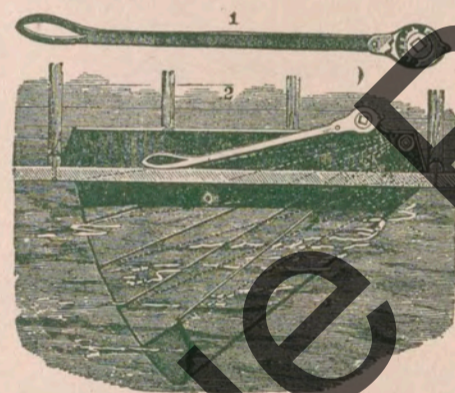
No. 11. Size, 30x15 inches; weight, 9 pounds; area, 1 1/2 square feet; width of slot required in keel, 15-16 in.....Price, \$12.00

No. 12. Size, 36x18 inches; weight, 12 pounds; area, 2 1/4 square feet; width of slot required in keel, 15-16 in.....Price, \$15.00

No. 13. Size, 37x24 inches; weight, 15 pounds; area, 4 square feet; width of slot required in keel, 1 1/4 in.....Price, \$20.00

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

BROUGH'S RADIATING CENTREBOARD.



No. 1. Five blades, each 23x4 inches; height of trunk, 3 1/2 inches; drop of extended board, 15 inches; area extended, 180 inches; total weight, 15 pounds.

Plain steel, \$6.50 Galvanized steel, \$7.50

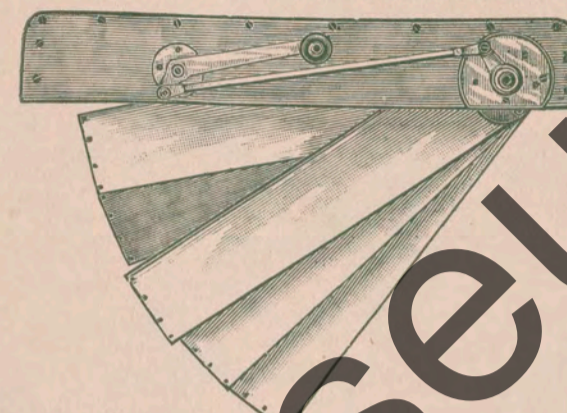
No. 2. Five blades, each 26x4 1/2 inches; height of trunk, 4 inches; drop of extended board, 18 inches; area extended, 240 inches; total weight, 17 1/2 pounds.

Plain steel, \$7.00 Galvanized steel, \$8.00

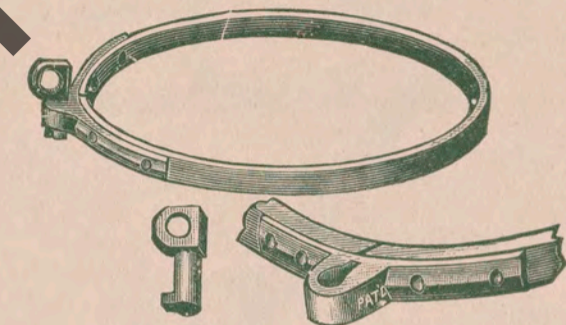
No. 3. Five blades, each 29x5 inches; height of trunk, 4 1/2 inches; drop of extended board, 21 inches; area extended, 320 inches; total weight, 20 pounds.

Plain steel, \$7.75 Galvanized steel, \$8.75

RADIATING CENTREBOARD.



VARY'S PATENT MAST HOOP.



The sail is lashed permanently to the eye-bolt. The eye-bolt is then inserted in the hole in the hoop casting with the eye TOWARDS THE MAST. The strain of the sail causes the eye to turn AWAY FROM THE MAST, thus instantly securing the sail to fit the hoop. Turning the eye-bolt and withdrawing from hole immediately detaches the sail.

Owners of small yachts by using this device can fit out or strip their yachts in a few minutes, thus saving sails from exposure when not in use. Duplicate eye-bolts permit the use of two or more suits of canvas, making the change from cruising to racing rig a matter of only a few moments.

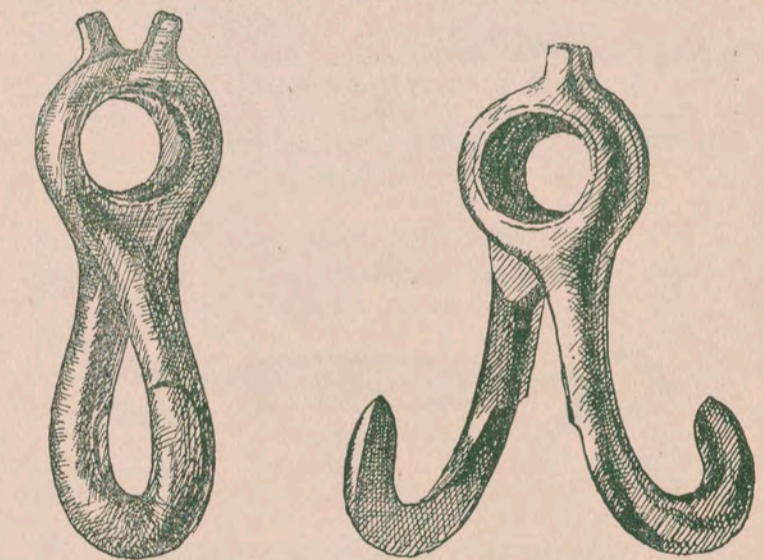
The castings are of gun metal, and the wood hoops are NOT LAPPED AT ENDS, but are of uniform size throughout, and are much handsomer than the ordinary mast hoop.

Hoops of 4, 5, 6, 7 and 8 inches inside diameter are kept in stock. Other sizes made to order.

Price, per inch of diameter, 8c.

Canoe Mast Hoops, 2 1/2, 2 3/4 and 3 inches diameter. Price, 35c. each.

SPECIAL ALUMINUM-BRONZE SISTERHOOKS.



(Sections not separable.)

Opened by pressure of thumb and forefinger on lugs at top.

(Cuts show actual size of the smaller.)

Small size, suitable for 15 foot and 20 foot classes. Upper eye, 3/8 in. diameter, weight, 2 oz., lower eye, 3/4x7-16 in.

Price, \$1.00

Large size, upper eye, 11-16 in. diameter, weight, 4 oz., lower eye, 3/4x1 1/4 in.

Price, \$1.30

All Brass.
With Trimmings Highly Polished (Metal Trunk).

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

Galvanized Steel (Metal Trunk).

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

NEW SPRING GOOSENECK.



POLISHED BRONZE.

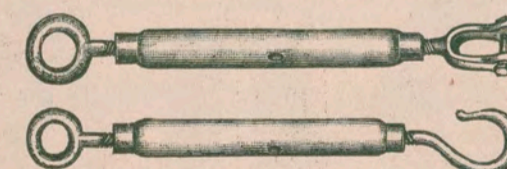
3 in. and 3 1/2 in. diam.	\$4.00
4 in. and 4 1/2 in. diam.	\$5.00
5 in. and 5 1/2 in. diam.	\$6.00

FOR SMALL SAIL YACHTS AND SAIL BOATS.

Takes all slack out of luff of sail, doing away with luff tackle. Well made, neat, and strong.

GALVANIZED PIPE TURNBUCKLES.

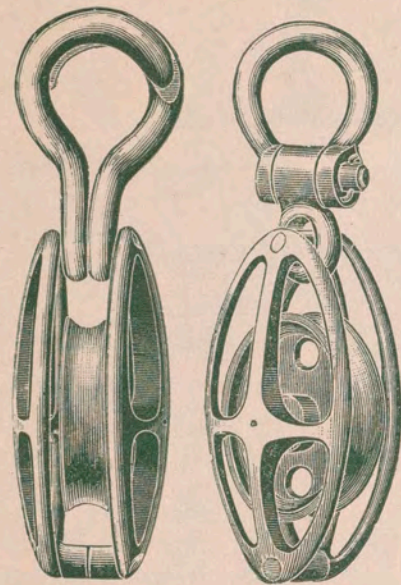
With Eye and Shackle or Eye and Hook.



5-16 inch.....	Each,	\$1.10
3/8 " " " " " " " "	"	1.30
1/2 " " " " " " " "	"	1.80
5/8 " " " " " " " "	"	2.40
3/4 " " " " " " " "	"	3.50

CRESCENT EDGE ALUMINUM YACHT BLOCKS.

Extremely Light. Suitable for Racing Yachts of the 15 foot, 20 foot, and 25 foot Classes.



These blocks are carefully tested as to strength and wear. The alloy used is suitable for blocks and marine hardware and will give good satisfaction. The pins revolve in bearings. The oval edges of shell prevent wear on rope. Shells being skeleton pattern and smooth on outside, make handsome blocks and minimize windage, and prevent fouling of sheets or halliards.

Furnished with side hooks, side sisterhooks, front sisterhooks, deck attachments and shackles. **All hooks are galvanized wrought iron. Deck attachments and shackles aluminum.**

No.	Size	WEIGHT.	TEST.	SINGLE.	DOUBLE.
No. 0	corresponds to wood block.				
No. 1	" 3 in. "	3 oz.	700 lbs.	\$0.85	\$1.30
No. 2	" 3 1/2 " "	5 oz.	900 lbs.	1.00	1.75
No. 3	" 4 " "	8 oz.	1,100 lbs.	1.25	2.25
No. 4	" 4 1/2 " "	12 oz.	1,200 lbs.	1.50	2.75

Aluminum shackles extra. Nos. 1 and 2, 15 cents each. Nos. 3 and 4, 20 cents each, single or double.

THE ABOVE BLOCKS IN ALUMINUM BRONZE, ALSO SAME SIZES AND PRICES.

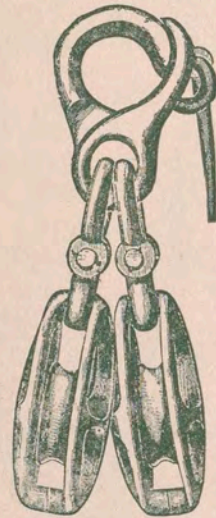
The latter metal is somewhat heavier than aluminum, but is extraordinarily strong, and will stand test of 92,500 pounds to the square inch.

For Small Racing Yachts, when Customers Prefer Metal Blocks, we recommend Aluminum for Fresh Water Use, and Aluminum Bronze for Salt Water Use.

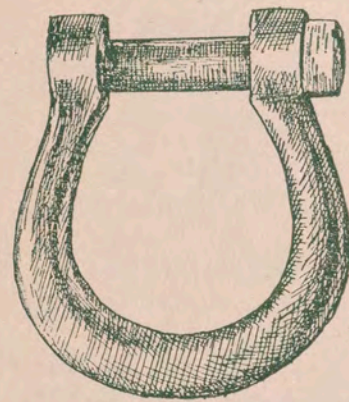
Crescent Edge Aluminum Yacht Blocks

With Attachments for Jib Sheets.

Add to above prices of two single blocks the following for jib sheet hook and attachments in **Aluminum or Aluminum Bronze**:—75 cents for Nos. 1, 2, and 3. \$1.00 for No. 4.



Glencairn Shackle.
PHOSPHOR BRONZE.



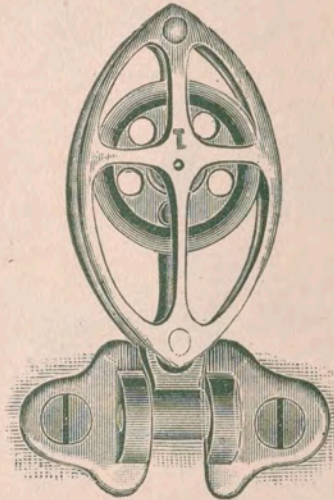
Actual size as shown in accompanying cut, 35 cents each; weight, 1 ounce; small size ditto (actual size as shown in cuts of "Sothis" blocks, 22 cents each). These are specially strong, well made, neat fittings.

Crescent Edge Aluminum Blocks

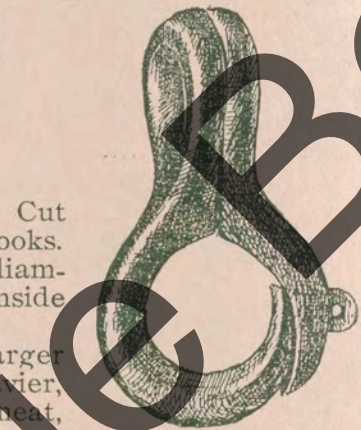
For Jib or Main Sheet Leaders on Deck.

Will swing fore and aft and athwartship.

Add to prices of single aluminum blocks, for jib or main sheet deck leaders, 15 cents for Nos. 1 and 2; 20 cents for Nos. 3 and 4.



Glencairn Sisterhooks.
Weight, about 3/4 ounce.



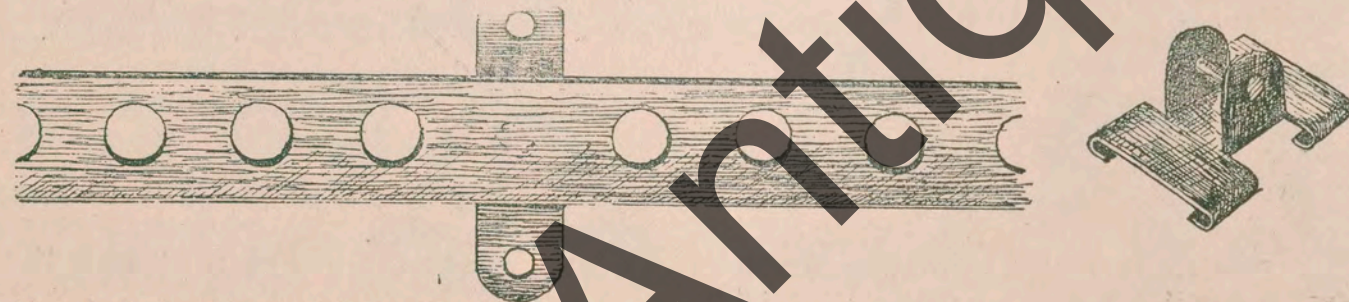
Best phosphor bronze. Cut shows actual size of small hooks. Upper eye, 3/8 inch inside diameter; lower eye, 1/2 inch inside diameter. Price, 60 cents.

Larger size, 1/8 inch larger eyes, metal slightly heavier, 75 cents. A particularly neat, strong and reliable fitting.

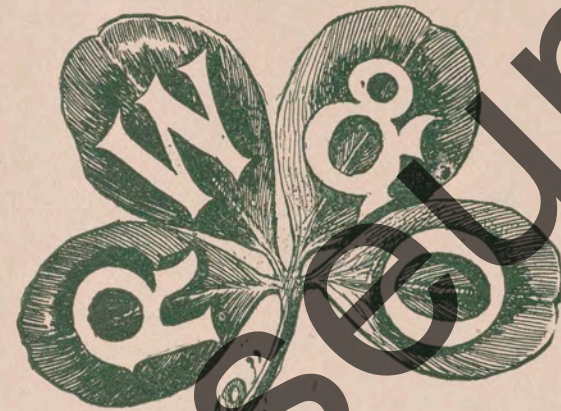
We are Sole Agents for the United States for The Yacht Co. of Canada's Yacht Fittings, as follows:

Glencairn Mast Traveler, Track and Runners.

(Cut shows exact size of same.)



15 foot class size, track 1/2 inch wide, bridges at about 5 inch intervals; track 1/8 inch from mast; track complete, 50 cents per foot. Slides, 18 cents each. Track weighs about 2 ounces to foot; slides about 1-12 ounce each. For 20-foot class, size heavier than above. Track complete, 60 cents per foot; slides, 20 cents each.



Rome
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Ogdensburg
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MOST FASCINATING WATER LIFE
LOVELIEST RIVER RESORT IN THE WORLD

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A PERFECT FINISH FOR ALL WOODWORK, SPARS, AND IRON-
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J. G. FRASER, TREASURER AND MANAGER
J. W. CURTISS, SECRETARY

THE SPALDING ST. LAWRENCE BOAT CO.
OGDENSBURG, ST. LAWRENCE CO., N. Y.
BUILDERS OF HIGH-GRADE PLEASURE-BOATS
RACING AND CRUISING SAILBOATS AND YACHTS OF THE MODERN
SMALLER TYPES A SPECIALTY. LAUNCHES OF ALL DESCRIPTIONS

Ogdensburg, St Lawrence Co., N.Y.
Jan. 15, 1897.

Messrs. Edw. Smith & Co.,
45 Broadway, New York City, Box 1780.

Gentlemen:-We are convinced of the excellent quality of
your Spar Varnish, and take pleasure in informing you that
we have decided to use same exclusively for this year. We
aim to furnish our customers the very best that can be ob-
tained; hence our decision in your favor, as we think your
varnish a considerable factor toward a highly finished
craft. Besides which, we find your goods durable in either
fresh or salt water.

Yours truly,
The Spalding St. Lawrence Boat Co.,
Ogdensburg, N.Y.

John G. Fraser, Treas.

Antique Boat Museum

Antique Boat Museum

