

ACME FOLDING BOAT CO., MIAMISBURG, OHIO, U. S. A.



Photo-Engraving of our Exhibit at LOUISIANA PURCHASE EXPOSITION, St. Louis, Mo., 1904.

MANUFACTURERS OF

# Acme and Eureka Folding Canvas Boats and Canoes

Highest Honors at The WORLD'S COLUMBIAN EXPOSITION, Chicago, 1893, and at  
The WORLD'S LOUISIANA PURCHASE EXPOSITION, St. Louis, 1904.

**NOTE.** We recommend those who want only concise information about models, prices, etc., to skip the first half-dozen pages of this book. They comprise an exhaustive (perhaps exhausting) argument about the merits of wood frame *versus* wire frame boats, presented here to obviate tedious correspondence, such as was found necessary in the past, to those "who want to be shown." We warn the gentle reader that it is tedious and digressive to a degree rendering it the easy prey of obvious criticism, and is given only because we cannot allow competitors to assail us without having to deal with our reply.

"Everything should be fairly told, that the buyer may not be ignorant of anything which the seller knows."  
—CICERO.

A PRINCIPLE of common law and a provision of the United States Constitution forbids any man acting as judge or juror in any case in which he is personally interested; or if shown that such a one has so acted, then any verdict in which he participated is rendered null and void. This plain, common, horse-sense provision is a main foundation-stone, if not the corner-stone, of any republic. The Spanish Inquisition and the modern Russian Imperial Administrative Ukase are examples *per contra*. Smith's bald statement that his goods are better than Jones' should have no weight, because his animus is self-evident. What any one capable of weighing evidence and reaching logical conclusions expects of a manufacturer is that he state facts concerning his own goods in his catalogue, or if it embraces the entire field of his industry and touches upon the products of others, then to demonstrate every claim by reasonable argument and prove every assertion by reasonable evidence. This is precisely what we aim to do in this catalogue, realizing that the consumer is the judge who will pronounce the verdict. There is possibly some truth in P. T. Barnum's axiom, "The American people love to be humbugged." Too many are prone to accept dogmatic assertion in advertisements in lieu of reasonable argument or conclusive evidence. We believe advertisements could be fashioned which would sell sawdust biscuits, corn-cob flakes, or pink sugar pills.

One maker of wire-frame canvas boats has claimed in his advertisements and letters that he received a GOLD MEDAL award at the St. Louis World's Fair. We have a letter from the official and only publisher of *The Official List of Awards* stating that the two exhibits of wire frame boats shown at St. Louis each received a *bronze medal award*. We ourselves received a SILVER MEDAL, and while we feel we easily merited a gold medal, we recognize that it would be foolish to claim it.

Universal Exposition, The Official List of Awards, Published Under Exposition Direction. S. W. Bolles, Gen. Manager, Nov. 16, 1904.

GENTLEMEN: Replying to yours of the 10th inst., in relation to Awards, we beg to say that the Folding Boat Co., of Kalamazoo, Michigan, and the Canvas Folding Boat Co., of same place, have each received a Bronze Medal Award.

Yours very truly,

A. W. BOLLES, General Manager.

Another maker of wire-frame boats has claimed that his boats were adopted by the United States War Department in March, 1899. This may be true; we cannot assert to the contrary. In March, 1899, we received an inquiry from the United States War Department and not receiving an order wrote several weeks later asking if the Department intended to use canvas boats, and if they had adopted some other make than our own. The Assistant Secretary of War ordered our letter answered, and we received a reply from the War Department dated April 12, 1899, as follows:

"I beg to say that no boats were selected and the intention of using folding canvas boats was abandoned.

"[Signed] M. R. THORP,

"Chief of Supply Division."

Had we received an order we would likely have advertised it with a copy of the official order properly signed. It never occurred to us to convert the inquiry to us into an order.

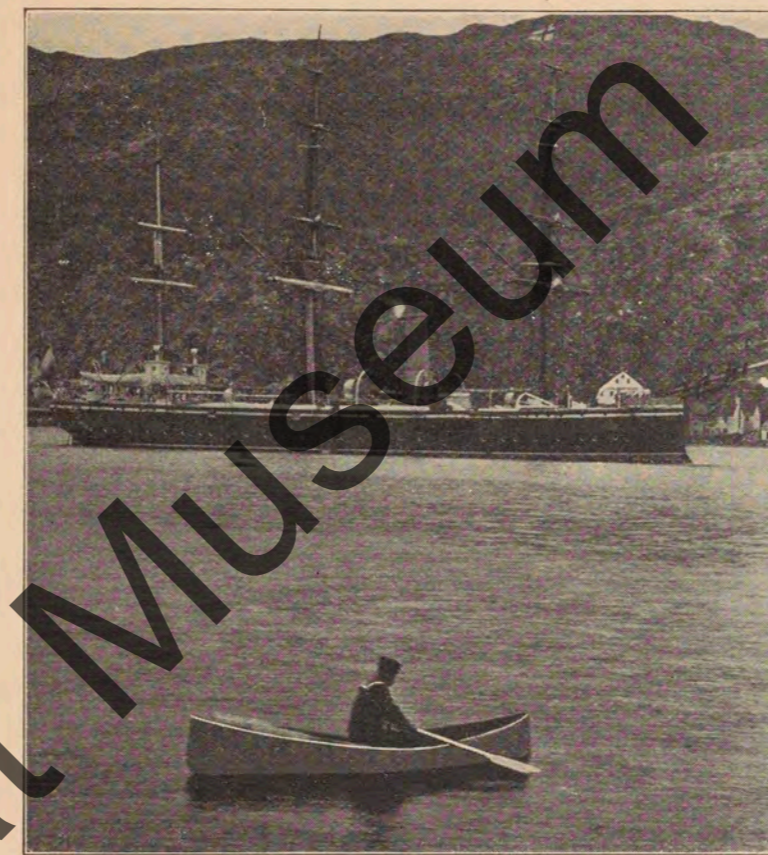
By far the most important use of folding boats by the United States Government has been for Alaska Boundary Expeditions, and we have furnished every one of these for the past ten years with our boats. We have filled various orders of War Department for engineers' use; also Geological Survey and Biological Survey, etc. About every department of the Canadian Government having use for boats has given us repeated orders. We exhibit orders and testimonials to prove all claims. The high grade of our testimonials must impress any one. A lieutenant-general and a commodore vie with each other in framing the heartiest, most enthusiastic, most explicit letters of admiration for our boats it would be possible to write. Other high officials who seldom give testimonials have likewise favored us. Turn to our testimonials and read them. Note how the sale of the first boat has led to many additional orders; the testimonials show this. Read the letter of Mr. Flemer, Engineer and Chief of the Alaska Boundary Expedition; of Mr. Oldham, Superintendent Geological Survey of India, and the orders and testimonials following his order; of Compt. White, N. W. M. P., of Canada; Col. Lake, Quartermaster General; Dr. Dawson, Geological

Survey, for whom Dawson City was named, etc. No one is better qualified to judge canoes and small boats than the Canadian, and in pleasing him we have pleased an expert critic.

Wire-boat makers ask that their goods be not confounded with boats having cheap wooden frames. They also claim that light weight means light, flimsy canvas and cheap waterproofing sparingly applied. We claim that the canvas constitutes about one-third the total weight of our boats, and as to durability we give high-class testimonials showing ten to fifteen years annual service with a possibility of many additional years of service. We also agree to procure the affidavit of the writer of any testimonial in this catalogue to the effect that such testimony was not solicited or even suggested.

The experienced buyer says "Show me. You who say your goods are best, prove it." The easiest way to show the superiority of our boats is by demonstrating with the boats themselves. This we did at the St. Louis World's Fair in 1904, where we had an out-door exhibit on the small lake of the Missouri Commission, where hundreds of sportsmen daily examined and tested our boat, as many as six of them getting into a 12-foot boat together to test its carrying power and stability. We also demonstrated in this way at the Chicago Columbian World's Exposition in 1893, where we so handily defeated our competitors in the folding boat contest on the lagoon, an account of which we give elsewhere. The only way to demonstrate on paper is to go into the details of folding-boat construction and to tell all about all the folding boats in the market, because we cannot show the superiority of our boats without pointing out the defects of the others. We shall be sorry to be accused of bad taste for referring pointedly to our competitors, but by their unfair practice of assailing us with mis-statements in their printed matter, they have courted attack from us. We prefer to fight in the open, having no taste for striking in the dark in order to avoid a return blow, therefore publish what we have to say in our catalogue. With this apology to whosoever demands it, we clear decks for action.

There are two kinds of folding boats now in the market, such as we make having wooden frames and the boats of our competitors having wire frames. These were exemplified in the three exhibits of folding boats shown at the St. Louis World's Fair. The two exhibits of wire-frame boats were similar in construction save



No. 2 Eureka owned by Commodore Bourke, R. N. H. M. S. Cordelia in background.

for some minor details, and, in fact, might have been taken for a single exhibit. Both were characterized by the unsightly wrinkles or puckers along the gunwale lines, similar to the gathers about the drawstring of a purse or bag. These wrinkles as well as the corkscrew twists of the wire frame when loaded are shown in some of their photo-engravings at the date this catalogue goes to press. Other objectionable features are the trappy supplementary arrangement for holding rowlocks and strengthening the sides to permit use of oars; the heavy 2 x 4 keelson and the bulky and heavy flooring laid in on top of the frame-work. What strength there is in these wire boats is mostly furnished by this supplementary woodwork placed within the wire frame. The rowing attachment consists of a broad thwart seat and two wooden oar beds. At the Chicago contest the muscular gentleman from the Government Life Saving Crew, finding himself falling behind, exerted sufficient force to pull the internal economy out of his boat, and turning a backward somersault balanced for an instant on the back

of his neck, waving a pair of substantial brogans to the delighted spectators on the bank. *En passant*, we might state that one of these wire boats at St. Louis was the identical make we met at Chicago, the construction being practically the same. But more about the St. Louis World's Fair anon.

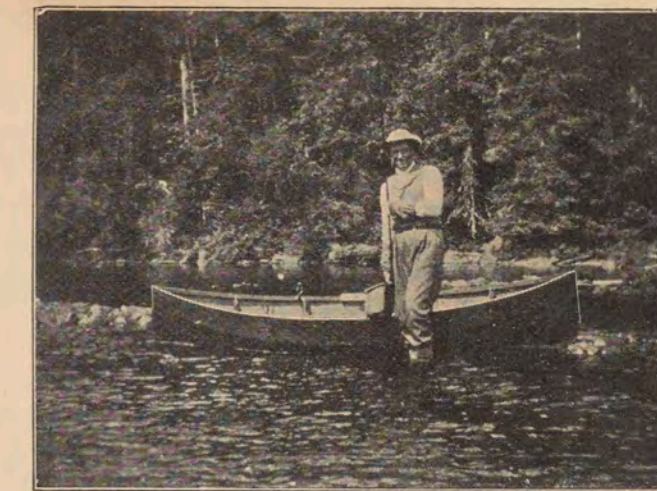
"The time has come," the Walrus said, "to talk of other things."

Formerly our catalogue dealt only with our own business, leaving competitors severely alone. But they were not satisfied with this status, and began to disparage our kind of boat in their pamphlets. They also claimed higher awards at World's Fairs than we received. This forced us to take up a cudgel in self-defense because it brought a flood of questions from customers which could not be answered by correspondence.

If now, individually or collectively, they change tactics and assume the pose of "injured innocence," thus putting us in the bad attitude of assailing competitors in a seemingly unwarranted manner, we cannot help it, at least not until this edition of our catalogue is exhausted. While the World's Fairs belong to the past, it seems necessary to refer to them in defending the good name of our product. It is also true, there have been no radical changes in folding boats in the last decade.

We have had to answer such queries as, "Is it true that you accomplish the light weight of your boats by using flimsy, light canvas and cheap, light waterproofing sparingly applied?" "Are yours the boats having cheap, wooden frames, the bows of which will straighten when they get wet?" "Did the wire boats beat you at the World's Fairs?" "Do you really put the flooring of your boats against the canvas bottom, and is it true that this soon strains and wears out the canvas?" and so on *ad nauseam*. Their advertising is redolent with nebulous claims of superiority.

We quote as follows: "Every feature of the frame-work is made of galvanized, tempered steel, using nothing but the best material *regardless of cost*." Ye gods and little fishes! what is this precious XXX, fine old private stock he harps on? Why, forsooth, 'tis galvanized spring wire, at present quotation worth about 2½ c. per pound, to be bought at any hardware store. The very finest tempered steel spring wire, galvanized, and galvanized fence wire run about the same price. But let the reader inves-



Commodore Bourke with No. 3 Eureka on Torrent River, Newfoundland.

tigate at the hardware store. So much for cheapness! And they called our selected second-growth ash frame "cheap."

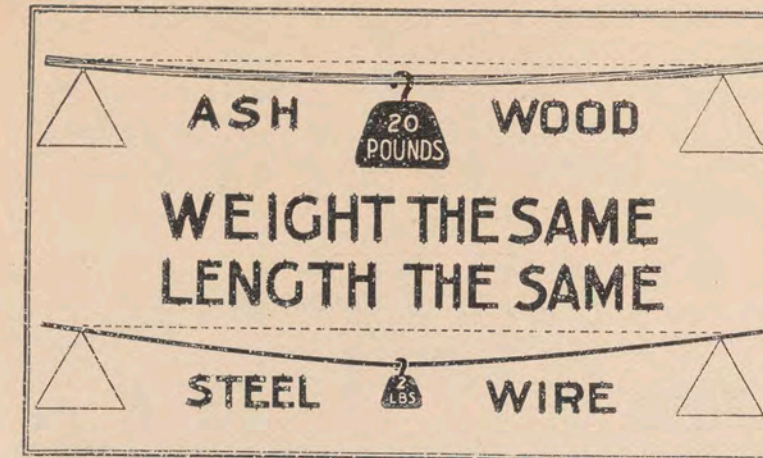
But, it is argued, if the wire boat is such a crude affair, how can the makers show so many sincere testimonials? Well, a man who loves the outdoors can enjoy himself in any sort of boat that will float him, and it is not his nature to be a Shylock in judging a bargain. At the risk of being tedious we will venture to say a little more *apropos* of this matter of testimonials. Dr. Sam Johnson once said that women trying to do men's work and dogs walking on their hind legs were analogous. Later Thackeray used the same simile to express his views on the performances of infant prodigies, which, he explained, always received applause, not for any merit *per se*, but because of a generous appreciation of the infants' handicaps.

Now, that is precisely the attitude of the average purchaser of a canvas boat, which, indeed, is an article most severely handicapped in the matter of requirements. He orders at random an inferior boat, and, with misgivings gets together the wires and boards, launches it and steps gingerly in—when, *mirabile dictu!* it floats. The day being fine, he enjoys himself, and a testimonial is born. Later he may become wiser. We will illustrate:

A gentleman of an investigating habit of mind, whom we will designate A, wrote us from a certain city, enclosing a letter from a wire boat maker referring A to B, who lived in same city and had been the means of selling four or five wire boats. A, not being pleased with B's boat, and having our pamphlet, wrote asking if we

were willing to submit a No. 2 Eureka to a test against the wire boats of various models. Finding A and B well rated in Dun and Bradstreet, and believing the offer *bona fide*, we shipped the Eureka and very promptly received A's check and his statement that B would order a No. 2 Eureka as soon as he could dispose of his wire boat. Within a year we had sold fifteen boats to this group of sportsmen, B himself having ordered two boats. We feel grateful to B, because his testimonial was in our competitor's catalogue, and, being frequently written to, his recommendations have helped us to sell boats. B regrets the necessity, but conscientiously cannot do otherwise than tell the truth. Of course his testimonial will no longer appear. Now, individual tastes differ. One man changing his boat for another make might argue little or nothing; but when a representative group of sportsmen adopt a boat after testing it against a competitive make, their verdict is more conclusive.

The wire boat makers occupy the paradoxical position of claiming to have the latest thing in the market, and also the oldest and most reliable. The fact is that the steel-wire frame canvas folding boat was evolved about 1884, and an application for patent filed in 1885. The life of a patent is seventeen years; hence, as this has long since expired, there is nothing to prevent our adopting this construction if it has merit, and we would gladly adopt it if we could make a good boat thereby, as steel wire is so very much cheaper than the kind of bending ash we use. A proof of our statement is that there are two boats made with the cross and longitudinal ribbing of steel wire. We would not give a canceled postage stamp for the difference between the two. Both have the flooring up on top of the frame, thus raising the center of gravity and resulting in the wire frame being projected and outlined by the water pressure against the canvas bottom. The mail order business is peculiar. A single catch word may decide an order. The word "steel" seems to hypnotize some people. To them it is the synonym for strength, lightness, durability, regardless of how it is used or its structural formation. They grab it as a June bass takes a minnow. Steel is best for many purposes, (nothing could be better for the hook which catches the bass,) but it must be used mechanically—not in solid strips or rods. A No. 5 wire looks small and light, but weighs as much as a 5/8-inch to a 3/4-inch wood rod, and the wood has ten times the stiffness. A more mechanical use of steel is the arrangement of thin



sheets lapped and riveted to form the hulls of non-folding steel boats.

However, some of these steel hull boats have *white oak ribs*. A steel rib, if mechanical, would have to be angled or in T form, having a flange at right angles to the plane of the hull, and this would be no stronger, weight for weight, than wood. Such boats are good for a few years, but nothing can prevent them from ultimately rusting between the laps and leaking, and their makers do not usually give testimonials showing ten years or more use and exposure.

The strength of steel wire is almost wholly tensile strength, its lateral strength being very small, yet it is the lateral strength alone which can be used in the boat frame. People know that steel wire has strength, but may not consider that it is not the right sort of strength for a boat frame. A manila rope with a tensile strength of many thousand pounds has not an ounce of lateral strength and could not be used to make a boat frame. *Tensile strength is needed in a piano string, but lateral strength is needed in a boat frame.*

**WOOD versus STEEL.**—Tough white ash, such as the American Indian made his bow of, we use for the frames of all our boats. Next to Spanish yew and lancewood, it has the qualities of toughness, stiffness, and resiliency demanded for the frame of a folding boat. It will stand more varied strength tests than its own weight in the *best steel tubing*. An ash rod will support about ten times as much weight without bending as a tempered steel wire of equal length and weight. A steel tube will support as much weight as an ash rod of equal length and weight; but strike the tube a smart blow with a hammer and you will dent or flatten it, and attempt

to bend it into a semi-circle and it will kink or buckle—and it would be subjected to every one of these tests if used in the frame of a folding boat. However, our competitors do not use steel tubing, but only solid steel wire, comparison with which is like comparing a golf stick with an iron poker. The lack of lateral strength in steel wire is the reason the wire boats have to have thirteen or more cross ribs, as the wire has not the strength to maintain the contour of the boat for a span of more than ten or twelve inches. These require assortment, adjusting, and fastening in place, making the boat hard and tedious to set up. We use from three to five cross ribs, but any one of them has as much strength of the kind needed as the entire set of thirteen wire cross ribs. Our ash cross ribs are securely braced, multiplying their strength many times, whereas the wire cross ribs are not braced and there is no way to brace them. Indeed, a comparison of these boats from first to last analysis resolves itself into a case of proper material and mechanical arrangement versus sheer bulk and weight of material—a modern rifle versus an ancient Spanish blunderbuss. "But, if so simple and self-evident, why waste so much powder or why use powder at all, if the intruder is only a mosquito?" Well, our only competitors make wire boats, and they and we appeal to the same class. Many enamored of the "steel" proposition wrote, according us a hearing on the chance that we might in some incredible way show wood to be superior, and having undertaken to do this (the subject being too tedious for correspondence), we are inclined to do it thoroughly, even though it is necessary to argue that the peculiarities of gravitation have not changed since the wire boat catalogue was produced, and that two times two equals four times one. Also, using the defects of the wire boats as a foil, we can more clearly show the merits we claim for our own boats.

**HOW WE GET OUR ASH.**—The foreman of our wood department, who buys our ash and inspects every piece that goes into a boat, was for twenty years with the Bookwalter Wheel Co., of this place, in charge of buying, measuring, and bending of stock. He has been with us for fifteen years—a wood specialist of thirty-five years' experience with bending wood. The best ash in the country grows in central and southern Ohio and Indiana, which is one reason we are located here. When sawyers about here secure a choice tree they reserve it

for us, and when they have enough choice planks we select what we want, leaving the balance, and, as might be expected, we have to pay more than double market price. During the Alaskan rush of 1898, we ran short of ash and scoured the country for seasoned ash. We tore down lumber piles containing 20,000 feet without getting a plank we cared to use, because we never have and never will put anything but the best into our boats. Our ash is allowed to season for a year in the open air and is then put under roof, where it remains for six months to a year before being used. Now compare this kind of material with steel wire at 2 1/2 c. per pound.

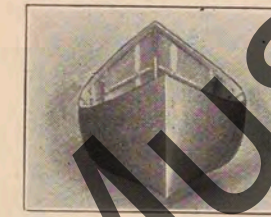
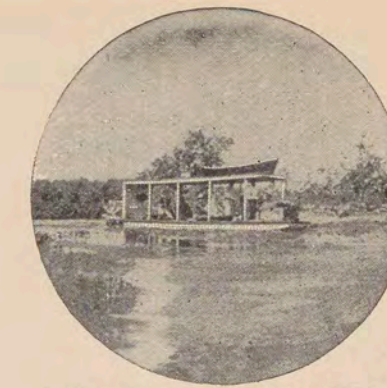


Photo-gravure of  
Canoe.

**A WIRE BOAT MAKER'S STATEMENT.**—Wire boat maker No. 2, issuing his first pamphlet, states the defects he has found in wire boats. The greatest defect, he says, is lack of stiffness, not even the heavy keel being strong enough to prevent boat from buckling more or less in center when loaded only at ends, without thwarts. This he proposed to remedy by a strong floor. His competitor, on the other hand, stated he had tried out the solid board floor, found it too weak, and had adopted the heavy keel projecting up into the boat. Objection No. 2, to quote literally, "Another great fault was the sorting out of cross ribs, which made it very difficult in setting up the boat." There are thirteen of these cross ribs which have to be sorted out, put into position, and fastened—a very discouraging process. No. 2 overcomes this by strapping the cross ribs together so they maintain their relative positions. The attempt to strengthen the wire frame boat by sheer bulk and weight of the wooden floor and wooden keel is like using a log to bridge a stream. The same log sawed into strips, braced and trussed by a bridge builder, would span a much wider stream, or a small part of the log would suffice for the small stream.

To divert attention from a most serious defect, the wire boat maker parades it in the garb of merit. In all their advertising they lay particular stress upon the fact that they do not lay flooring directly against the canvas bottom, (which arrangement they assert is a fatal defect in some boats,) but place it up on top of the frame, where, of course, as any thoughtful person may see, it is



Acme as tender on steamboat  
on St. Francis River, Ark.

of no service in supporting the canvas bottom against the upward pressure of the water and the wear of snags and rocks on the bottom. Their attitude is explained by the following fable: "A fox made a far journey, and, among other mishaps, lost his tail in a steel trap. Returning, he called attention to his tailless condition, explaining that where he had been any self-respecting fox would be ashamed to be seen with a tail, deeming it a mark of low breeding, and himself following the fashion, had had his tail removed. Thereupon many of his former associates foolishly had their tails cut off. Thus by his wit he converted his mishap into a benefit and became the leader of a tailless pack of foxes."

Now the general plan of the wire frame forbids putting the floor against the canvas bottom; *they have to put it on top of the frame*. Our boat has the floor against the bottom, and from the sides of the floor ash ribbing as thick as the floor continues the contour of the boat. The wire ribbing is so much thinner than the floor that a sharp offset would result from this method; besides our patents cover this construction and method of fastening the floor to the cross ribs.

The claim that putting the floor on top of the frame relieves the canvas of the bottom of all strain, as the floor carries the load, suggests the story of the old darky riding a mule and carrying a sack of corn on his shoulder. Asked why, instead of burdening himself with the sack, he did not put it down on the mule's back, he replied, "Mistah, dis yeh poh mule got all he kin do to cahy dis niggah, an' Ah ain' gwine make him tote de sack, too."

The darky "figured" that by elevating the sack to his shoulder he relieved the mule. The wire boat makers "figure," or have the face to say, that by elevating the floor over the frame they relieve the canvas bottom. Putting the floor where it belongs does not strain the

canvas; but what strains us is to have to indite correspondence to some hypnotized reader of wire boat literature, published for the enfeeblement of the gullible, explaining to him the beneficent law of gravity which connects him with this planet and forbids him lifting himself off the earth by pulling at his boot straps. We once knew an absent-minded gentleman who disrobed in a bath house, gathered his clothes up in his arms, and stepped upon the scales to weigh himself, exclaiming in surprise, "Why, I weigh as much with my clothes off as I do with them on." We had forgotten him until the wire boat brand of logic called him to mind. Beside these startling revelations in gravitation (the least known of all natural forces), Prof. Thompson's and Sir Oliver Lodge's electric theory of matter, Rutherford's and Sir William Ramsay's investigations into the disintegration of atoms and the transmutation of radioactive elements, all pass into insignificance.

Of the "tailless fox" order, likewise, is the advertised feature of the flexibility of wire frame boats, whereby a boat normally narrow can be spread 10 or 12 inches to permit the use of oars. The possibility of doing this shows to any reasonable person the incoherent quality of these boats. No decent boat would permit a performance like this. This flexibility is not only lateral, but longitudinal as well (it could not be otherwise), so that the ends sink down when loaded and the center comes up and the boat tries to conform to the curvature of the waves, as a wet leaf afloat. A boat cannot be weak enough for the sides to bend in and out laterally and yet stiff longitudinally. Make a little experiment of your own to prove this. Fold up the ends of a piece of paper about 8 in. x 4 in. so as to make a small canoe. Balance this over a chair back, press downward on the ends and see the sides come in; break the boat up at the ends and see the sides go out. Conversely, of course, if the sides were strong enough not to move in or out, it would be difficult to break the boat up or down lengthwise; and you can give the sides this strength as follows: Paste



Ten-foot Eureka with sail.



Photo-Engraving, No. 2 Acme.

in a cardboard floor, cardboard gunwales, and five partitions or half discs to represent cross ribs, and if properly glued, you will find it hard to break the canoe. Make another canoe, and using an equal weight of cardboard, instead of dividing it into floor, gunwales, and cross-ribs, paste it all onto the floor or bottom and see if this is as stiff as the first canoe. The former construction is ours and the latter that of the wire frame boats. Our cross ribs are so braced that they will bend neither in nor out. The wire cross ribs are not braced at all, and there is no way to brace them.

We have never seen any galvanized wire or metal that would not rust under exposure. It is also true that rust will eat into and destroy canvas. For a period of three years we exposed a No. 2 Eureka to the weather. The summer rain filled it and sun baked it and in winter it was filled with ice and snow, being used regularly when weather permitted. At the end of the third year it was practically as good as new. The ash cross bows being securely braced by a brace passing clear through the rib and clinched on the outside, could not be altered in form by the fraction of an inch. The flooring being cleated could not warp, and the gunwales and ribbing naturally retained their shape. There was no rust spot on the canvas. We use as little metal as possible and keep it from contact with the canvas, as even galvanizing will rust, especially in salt air and water. A 25c. tin of aluminum paint will keep the malleable fastenings in order when they show rust.

**BUOYANCY.**—A wire boat, if filled with water, will sink to the bottom as a tin bucket would sink. If provided with air tanks or cushions, a large part of their buoyancy is consumed in sustaining the boat and unavailable for the passengers. Our ash-frame, pine-floor boats will make no demands whatever upon air tanks or cushions, but will sustain themselves, leaving every ounce of lifting power in tanks and cushions at the disposal of the passengers. However, although the wire boat is the only one that will sink if filled, or pull on the air tanks if it has them, it should be remembered that the buoyancy of any small, light boat or canoe is limited pretty much to its own flotation if completely filled with water. In this class we include birch bark, non-folding canvas covered, also cedar, cypress, etc., and our own boats. Allowing for several pounds of metal fittings, nails, screws, rivets, paint, and varnish, the specific gravity of the wooden canoe is about 52 pounds—that is about 10 pounds per cubic foot less than water. In other words, a wooden canoe weighing 52 pounds would have a surplus buoyancy of 10 pounds distributed over its area, so that a person in the water could not grasp the boat so as to get the benefit of more than a small portion of it. Were it concentrated into a cushion or tank, he could have the benefit of all of it. For this reason we recommend an air cushion for each person or one air tank for the boat when it is to be used in dangerous water or a long distance from shore, or by persons who cannot swim. This advice is applicable to the users of all light boats of whatsoever material constructed. Our boats are almost impossible to capsize; you can stand up and walk about in them and they will ride in almost any weather or water, and the above statement regarding buoyancy is applicable to any light boat, and made because we want to be perfectly frank in matters it behooves purchasers to know.

**STRUCTURAL FORMATION.**—The condition that has handicapped the flying machine is that all structural formation increases in area as the square of the dimensions and in weight as the cube of the dimensions. For this reason Prof. Langley's small flying machine was a success and his large one a failure. Beyond certain dimensions kites will not rise, and lift-flying power is attained by hitching tandem a team of kites. After experimenting several years, Dr. Alexander Graham Bell announced that he had found the irreducible minimum of weight



Photo-Engraving, No. 2 Acme.

for given strength in the tetrahedron unit, by which he produced kites of hitherto impossible dimensions and lifting power. The tetrahedron frame is a combination of triangles or tripods and is a favorite arrangement of Nature, structural anatomy showing many instances, the human foot being a perfect example. Our Acme boat is a pure example of this structural formation. It is built up entirely of tripods. Examine the cut showing interior of Acme. The point of contact between bottom of stem and end of bottom frame is the apex of a tripod; gunwale and stem likewise. The bottom and upright of cross rib form two sides and bottom frame two sides of a double tripod or two tripods, etc., throughout. The 14-foot Acme has in the frame about twenty pounds of ash wood, and every ounce of this is laid out in tripod formation, or lines of strength. In the Eureka we have followed this plan as closely as possible in a canoe model. For instance, where the brace of the cross rib joins the upright is the apex of a double tripod, the longitudinal ribbing forming the other two sides; and where the brace joins the floor is the apex of another double tripod—the same at the stems.

**GENERAL CONSTRUCTION.**—Ash stems connect by sockets with the pine floor, which is also the keel. Ash cross ribs or bows are fastened on top of the floor. Stout ash gunwales rest on top of the cross ribs and meet and are hinged at the stems. Acme gunwales rest in malleable forks having threaded shanks working through solid brass caps on rib tops, drilled and tapped to receive them, thus permitting gunwale to be raised or lowered about two inches on each side. Eureka also has malleable adjusting forks between rib top and gunwale. This adjustment is absolutely necessary to keep canvas taut under all conditions. The canvas is like the head of a drum or banjo, which will slacken at times and needs tightening, and a boat without this adjustment device would be like a drum or banjo with no provision for

tightening. We have a strong generic patent covering all devices or any device of adjustment between the tops of the ribs and the gunwales of a canvas boat. From the edges of the flooring the longitudinal ash ribbing of same thickness completes the contour of model. These are held by broad bands of waxed duck pendant from gunwales, and spaced about 2½ inches apart. Coupling blocks join Eureka gunwales and Acme gunwales are joined by ferrules. The Acme floor consists of 2-inch pine strips riveted to waxed duck, flexible after manner of roll-top of desk, and forms handsome case in which to pack boat, the discs closing end of bundles forming seat backs in boat. The Eureka floor is of 6-inch and 4-inch wide pine pieces, which also form case about folded boat.

**ACME BOTTOM FRAME.**—The Acme having a dory or sharpie model, has a folding ash bottom frame which outlines the bottom. The bottom and outer sides of this frame are rounded on a 3-inch curve, the corner being entirely removed, so there is no edge to wear on canvas.

**Acme Rib.**—The Acme rib is the finest mechanical device ever put into a folding boat. The bottom is a double lever to which the uprights are hinged. The threaded yokes having been properly set and adjusted under gunwale, the opened lever is closed and the malleable braces drop into place to lock and stiffen the rib. The rib can be set to produce any desired tension, hundreds of pounds if wanted, yet it requires but slight pressure to close it.

**Eureka Ribs**—Are ash and steam bent and dried in forms. The bottom is straight and the curve rather short, suitable to a Canadian model canoe. Across this curve is a brace forming a chord to the arc of the bow, stiffening the rib and making it absolutely impossible for it to twist, warp, or straighten. Such is a brief outline of construction. The floor forms the bottom of a truss, each gunwale the top of a truss and the cross ribs the connecting braces. Thus a double truss running parallel amidships and joining at the stems accomplishes a rigidity not found in any other boats of their size and weight, having no thwart braces. If wanted, it is no trouble to put thwarts in our boats, thus adding still more to strength; but they are in the way, forbidding the rower to shift his position or to recline.

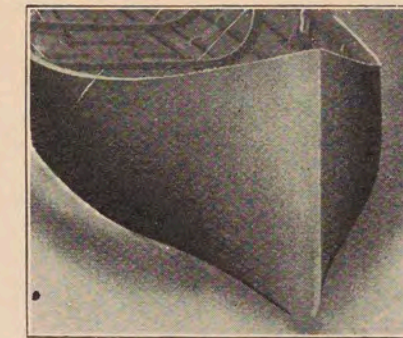


Photo-Engraving, No. 2 Eureka.

They are at best a cheap, obvious method of strengthening weak, poorly constructed boats.

**HOW OUR FLOOR SERVES THREE PURPOSES.**—A good mechanic never loses a chance to kill several birds with one stone by making a single device serve various needs. Our crude experimental boats years ago had the floor laid in on top of the frame or cross ribs, raising the center of gravity several inches and making the boat unstable. Of course, the longitudinal ribbing then had to extend across the bottom under the floor to support the canvas bottom of the boat. Now, consider that practically all the pressure against the canvas of the folding boat in normal use with medium load is the upward pressure of the water against the bottom. The inward pressure against the sides amounts to practically nothing, because the boat draws but three to five inches. The thing to do then is to give the canvas bottom a solid backing, and the floor properly placed is 100% better for this purpose than any longitudinal ribbing, and this arrangement does away with the weight of all this unnecessary ribbing. Anything coming between the floor and the canvas bottom is bound to be outlined by the upward water pressure until it stands out in welts and ridges on the bottom of the boat. We have seen photo-engravings of the wire boats where every wire on the bottom showed in the picture. Against the bottom of the boat comes all the wear and tear of hard usage (*the sides do not wear out*), and the bottom should be backed as much as possible by the floor and free from all projections, so that, like the "one-horse shay," there is no part to wear first.

**Gunwales.**—Our boats are the only folding boats with stout gunwales. That seems strange, as gunwales are needed to strengthen a boat and for convenience in getting in and out and moving about, especially if one is a heavyweight.

**REGARDING THE CANVAS.**—Ordinary or standard duck not being good enough, for fifteen years one mill has made for us a special duck of dense flawless texture with threads packed close and hard. Consider-

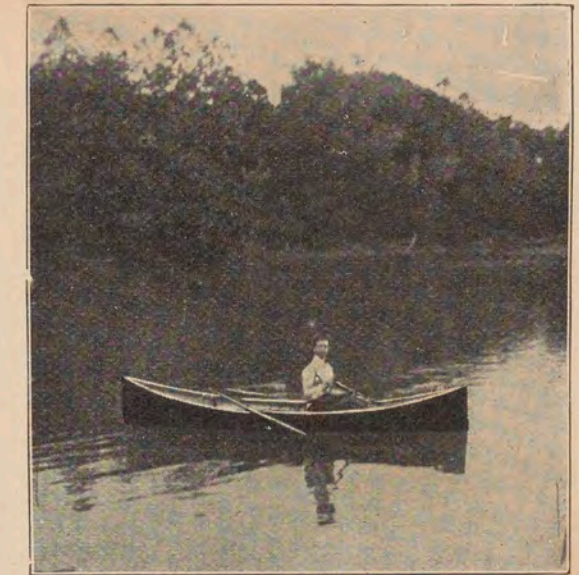
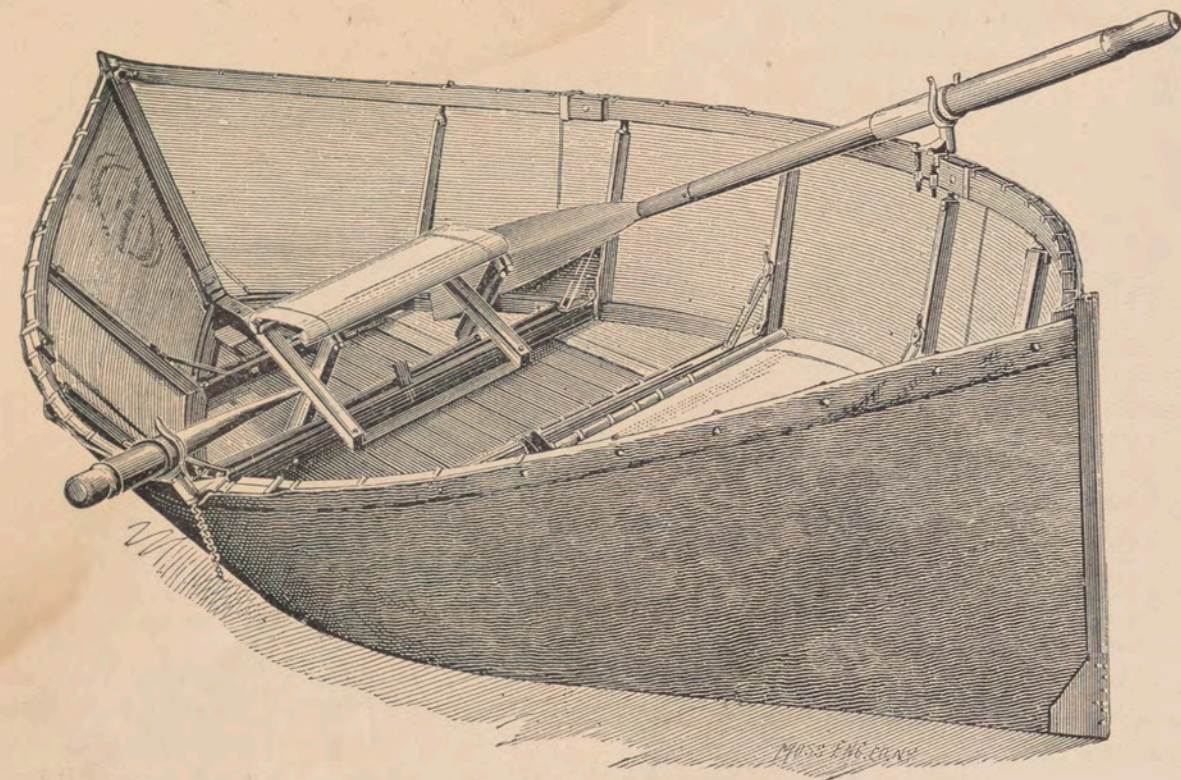


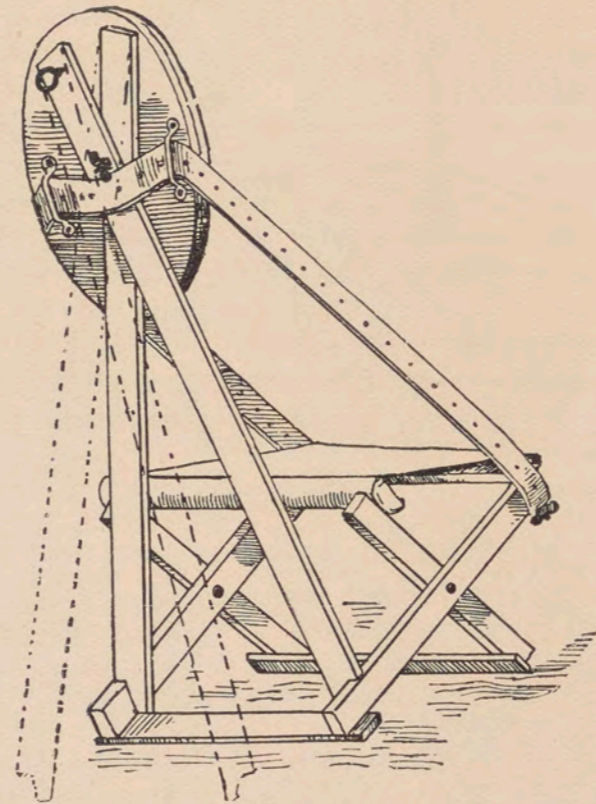
Photo-Engraving, 10-foot Eureka.

ing the success of the auto tire of canvas and rubber, and the more astonishing fact that there is such a thing as bullet-proof cloth, it is not so remarkable that canvas is more durable than wood. Our duck is heavier than that designed by ounces, and runs by number. We use the heaviest possible to handle or fold. The canvas skin of our 14-foot Acme weighs over 20 pounds, or over one-third the weight of the boat, which proves that we do not sacrifice the canvas to attain light weight, although we could by such sacrifice save as much as 10 pounds in duck and waterproof alone. A sledge-hammer blow which might break an inch plank would do no injury against the side of this boat, which is remarkable for the elastic toughness of both frame and canvas.

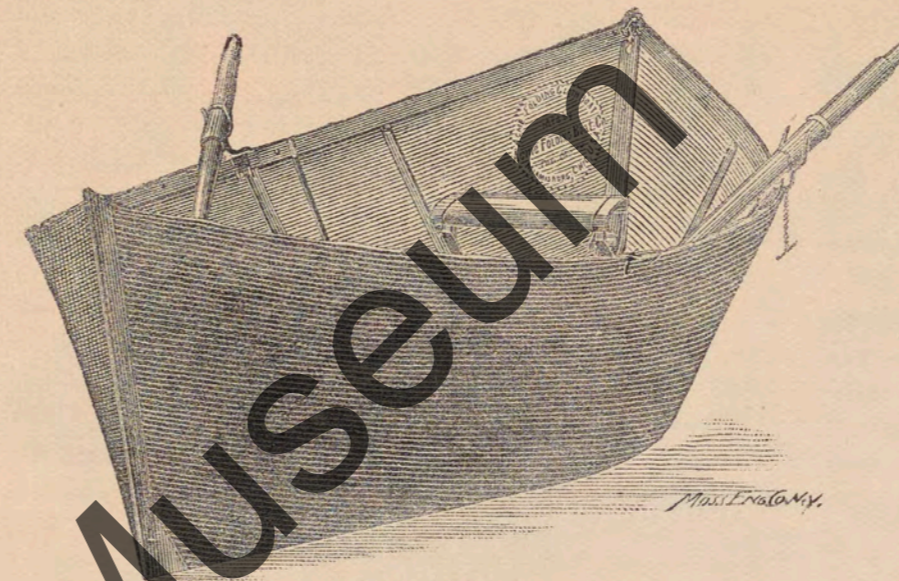
**FITTING THE CANVAS.**—This is a trade in itself. Our canvas foreman has been with us many years, and each year has learned and applied some improvement, until now the canvas is as perfect in fit and as smooth and free from wrinkles as the skin of an apple. We have patented the only method by which a single piece of duck, *without cutting*, can be made to fit the full model of the properly-shaped boat and canoe. This is by locating plaits or folds on the quarters, wide at gunwale but narrowing toward water-line. The plaits are laid, pressed, sewed, and, at the gunwale-line, riveted, and when waterproofed are practically flush with the model and not noticeable. Other makers allow the canvas to wrinkle about the gunwale-line, like the puckers about the drawstring of a bag.



No. 2 ACME.



ACME FOLDING SEAT.  
Folds more compactly than a Camp Stool.



No. 2 ACME.

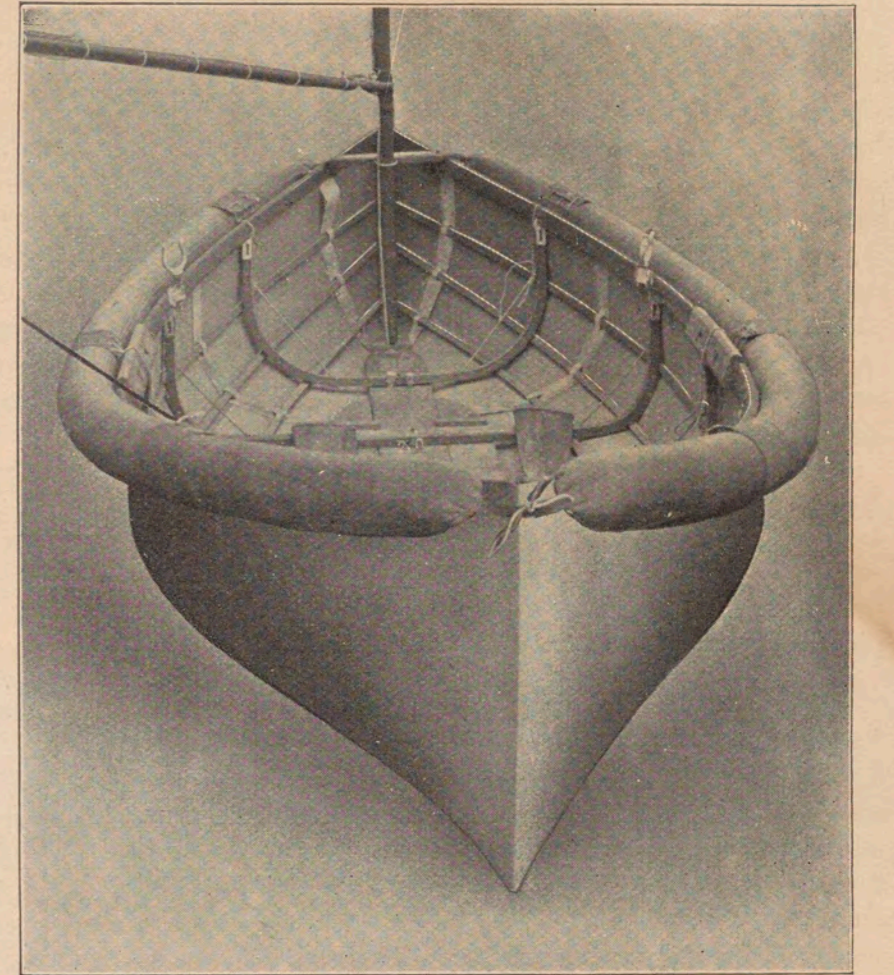
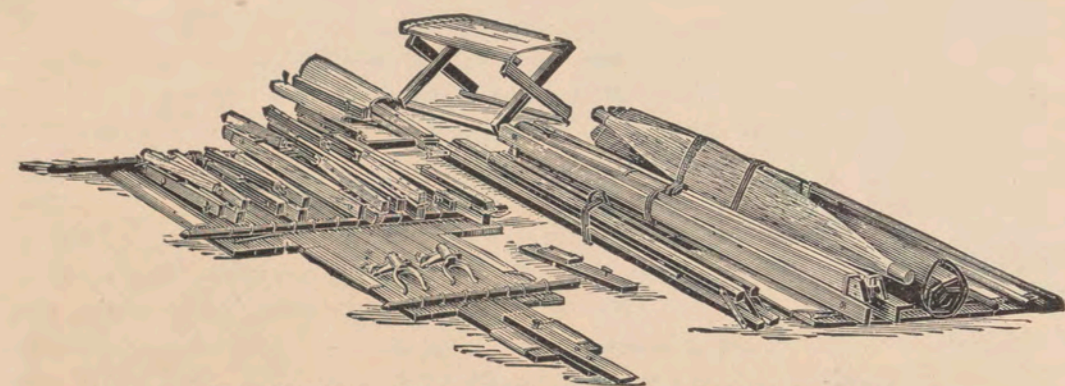
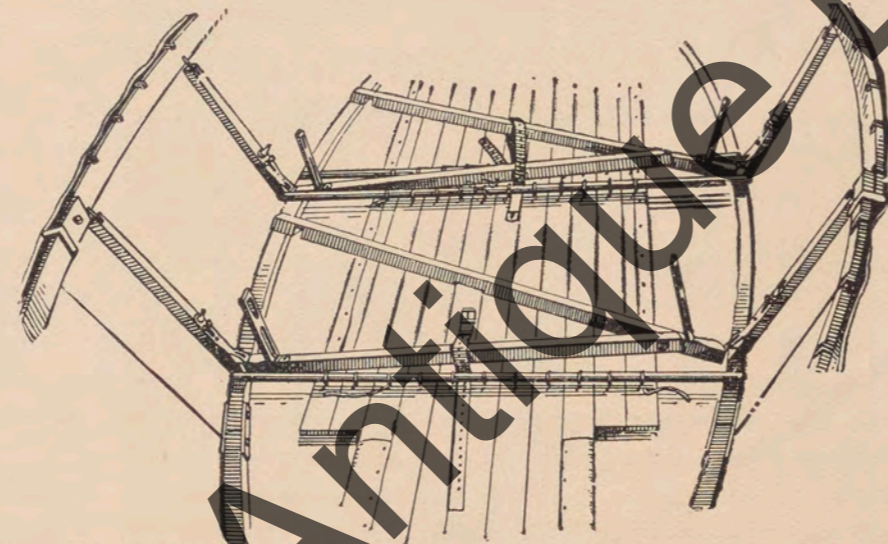


PHOTO ENGRAVING OF NO. 3 EUREKA WITH AIR TUBES.  
It is fore-shortened by the camera, seeming shorter and wider than it appears to the eye.



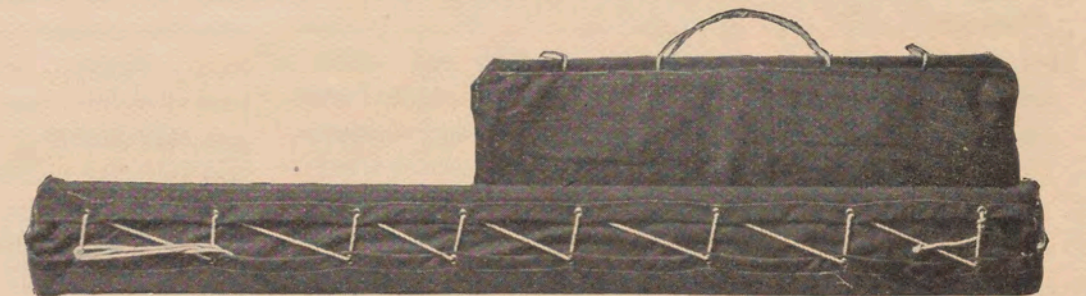
No. 2 ACME FOLDED, READY TO FORM PACKAGE.



SHOWING ACME LEVER RIB, AND DETAIL OF BOTTOM  
FRAME, GUNWALE AND FLOOR.



HALF-TONE FROM PHOTO OF 16-FOOT ACME,  
LOADED WITH 1300 POUNDS.



THE EUREKA PACKAGE, WITH CANVAS CASE.

**Waterproofing.**—We have the best and most expensive in use, composed partly of rubber. We apply all the canvas will absorb, then give an additional coat. Afterwards, a quart will cover a boat, the texture of the duck being filled with this elastic preparation. We send a small can with each boat we ship, sufficient for repairs and to coat bottom. We have seen old canvases, eight to twelve years old, which had been lightly coated every season or two, which had a polish and gloss impossible to attain at the factory without many coats and much polishing. Mr. H. D. Gray, of Nobleville, Ind., refused to exchange a canvas which was about 10 years old, when we made the offer, for a new one. It had a beautiful polish, the texture of the canvas nowhere showing, and was the finest we had ever seen. Boats we put out 15 years ago are still in commission. Anything inferior in frame, duck, or waterproofing could not accomplish such service. This is the only waterproofing which will stand salt and alkali, tropical heat and Arctic cold, and not harden nor soften.

**PATENTED FEATURES OF OUR BOATS.**—We control, absolutely, all adjustment devices between ribs and gunwales whereby ribs can be extended and gunwales elevated. Other makers claim their canvas will never shrink nor expand. This is absurd. All materials are subject to influence of heat, cold, dry and moist atmosphere—canvas, no matter how waterproofed, not excepted. Some time or other your boat will need adjustment and we provide for it perfectly in all our boats. Relaxation does not cause leakage, because the waterproofing is elastic.

2. The only means of making the canvas fit the frame. Explained fully elsewhere.

3. The only successful way to attach canvas to a detachable gunwale, namely, by means of hooks made of corrugated stamped nickel steel, nickel-plated, and riveted to upper edge of Acme canvas. No boat could attain the compactness of the Acme unless every bit of frame came away from the skin and every part folded straight and solid, with no curves or vacant spaces within the package, the canvas being rolled up tightly.

4. An upright rib hinged to a bottom piece into line with which it drops, making a straight piece for packing. The cross ribs of wire boats are bent as straight as possible for packing (compare the depth of their boats with the dimensions of their package, as adver-

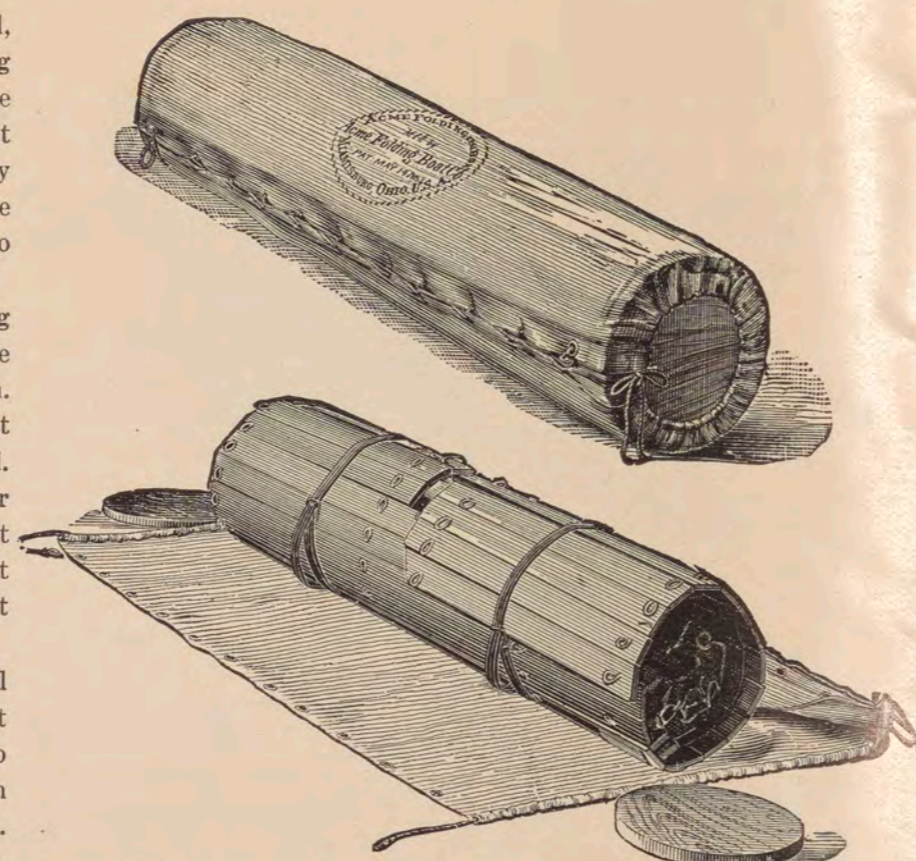
tised.) A rib of this kind is thoroughly impractical, having no strength and no definite shape. Our folding rib is the only compact rib ever invented, and is the strongest rib in use. It comprises a screw adjustment and a lever tautening device which makes it very easy to set up the boat, as you have absolute control of the canvas at all times and do not have to worry the rib into place, as with the wire cross rib.

5. Our method of bracing our Eureka rib by running a brace clear through and clinching on the outside. Wire ribs are not braced, there being no way to brace them. The board thwart may brace the center rib, but does not brace the end ribs. Every rib in our boats is braced. No thwarts to take up room. Sit where you please or lie down if you care to. The rower cannot always sit in the center; when two are in, the rower should sit near the end, and of what use is the board thwart seat then?

6. The only practical method of fastening a keel under a folding boat by means of braces embracing boat with loops to engage keel. Simple, effective, easy to adjust, no cutting of canvas in bottom and no room taken up by centerboard-pocket. Not trappy, but practical. This makes a practical sail boat of any of our models.

7. Method and formation of Acme package. Acme floor, gunwales, bottom frame folding seats, etc. We have other patents on tubular and pneumatic folding boats, but do not use them because they are really no better than the boats we are making.

**COMPACTNESS.**—The Acme forms a package the length of which about equals the width of the boat, and all packages are about the same thickness or diameter, namely, 10 to 12 inches. The 16-foot Acme, which has been loaded with 2,500 pounds on a strength test, folds into a perfect cylinder or tube five feet long by 12 inches diameter. The 14-foot Acme, which will sustain 1,200 pounds, makes a package four feet long by about 10 inches diameter. These bundles, you will note, are considerably less than one-third the length of the boat and yet very small in diameter. This extra short bundle was developed during the Alaskan rush of 1898, to provide a package suitable for pack animals. A man can pack one and a burro or cayuse several of these boats. The Acme package, like the Acme boat, is a thing of beauty, a joy forever. A case of heavy brown duck with brass eyelets laces around the package, the ends of



Package of folded Acme. The floor forms the case. The outer canvas case is also shown. Diameter of all packages about 10 inches. Nothing else in the market approaches this for compactness.

which are enclosed by 10-inch-diameter discs, which answer for seat-backs in the boat. A traveler checking it as baggage need never be ashamed of it.

The Eureka bundle is longer, running from four to six feet, but very slim—from six to eight inches square, containing canvas, oars, floor, and longitudinal ribs. The crossribs, numbering from three to five according to style and size of boat, would pack awkwardly with the canvas, so we make a separate case for them, which can be attached to main bundle when desired. We can shorten the bundle by extra joints when required, but the beautiful model of the Eureka depends largely upon the absolutely uniform curve of the ash ribbing and we dislike to put joints in it, which interfere with the bend and add weight and trouble in setting up.

**LIGHT WEIGHT.**—Our mechanical method of construction—the use of wood instead of metal for frame—enables us to use heavy canvas and yet produce boats which are stiffer and very much lighter than

any others in the market. Among the wire boats we believe there is but one which exactly duplicates the dimensions of any of ours. This boat exactly duplicates all the dimensions and the capacity of our No. 3 Eureka and weighs about as much as our No. 3 Eureka and our No. 1 Eureka put together, according to weight advertised, which is given as 85 pounds. The wire boats are 50 per cent. heavier than ours, and ours are 50 per cent. stronger and more durable.

**REGARDING MODELS.**—For an open boat the dory is the best of all sea boats. The smallest boats which crossed the Atlantic were 14-foot dories. Captain J. W. Lawler sailed from Boston to St. Johns, Newfoundland, in a No. 2 Acme, being most of the voyage out of sight of land. The Grand Banks fishermen of Newfoundland, the most daring and skillful boatmen of the world use dories. Waves cannot strike a dory so as to wash over into the boat, but striking under the counter or on the flaring sides lift the boat instead of filling it, whereas striking a canoe model with perpendicular sides they dash over into the boat. The Acme will ride safely in water that will swamp any open canoe. For speed we will back the Acme against any boat of canoe model of same width at water line and same length. While comparatively narrow at water-line, the width at gunwale gives great leverage for oars. They handle well with single paddles used on the quarters, but are a little wide for double paddle at center. The Acme will float in less water than any boat of its width and length and be less often in contact with the ground, and when it does strike, the entire bottom strikes, not merely under the forefoot or stem. We have examined Acme boats in annual use from 10 to 15 years showing but little wear on the bottom. Like the "one-horse shay," it is so even there is no point to wear first. Flat-bottom, shallow sail boats are very successful, and the fastest auto boats are of this flat angular model. Recently in France an auto boat 9½ feet wide and only 19½ feet long attained a speed of 17½ miles an hour with a motor capable of driving an ordinary launch eight miles an hour. The reason, of course, is that it rose and skimmed over the surface as an ice yacht sails over ice. With a light load the Acme travels like a "scooter" over the surface of the water.

**THE EUREKA MODEL.**—Our Canadian canoe is as beautiful in model as any non-folding canoe of this type, and just as smooth and free from wrinkle or unevenness

and as stiff. The gunwales run straight or parallel for the greater part of their length, the full beam being carried well to the ends. The model is full, the frames or cross ribs being bent on a short curve so as to give a flat bottom, and this renders the canoe so steady and free from crankiness that it is safe to stand and cast or shoot from.

**No. 2 EUREKA.**—This is as near the Canadian canoe model as a boat six inches wider and the same length can be; the only difference in model is the width, which makes a fine combination boat and canoe. The No. 2 is not too wide for double paddle and is ideal for single paddle. It is just as good with oars.

**THE No. 1 EUREKA.**—This is the same width and model as the No. 2 Eureka, but is two feet shorter, being only 10 feet long. It will carry two or three with sustaining power of 500 to 600 pounds, a proper load being about 300 or 400 pounds.

**THE DINGHY, OR 8-FOOT EUREKA.**—This has same cross bows and same model as the 10-foot Eureka, but is two feet shorter.

**THE No. 3 EUREKA.**—Is 12 feet long and 44-inch beam. The cross ribs are jointed and double on the bottom for compactness and strength. This is a fine boat and never fails to bring us a nice testimonial. It is fast and easy to handle with oars or paddles, and will carry a big load and yet ride lightly in rough water. The model is perfect. Folded, the package is not noticeably larger than the No. 2 Eureka package. For comfort, room, safety and all-around work is ideal. Its light weight is remarkable for a boat of its size and capacity. It is about 50 per cent. less weight than a wire frame boat of same dimensions and capacity. Our 10-foot and No. 3 combined weigh about same as the wire frame boat of same dimensions and capacity as No. 3 Eureka.

**AIR CUSHIONS, AIR TANKS, AIR TUBES.**—We formerly used a rubber tube within a canvas case for the sides of our boats and for the ends a rubber bladder with a canvas case, resembling a huge striking bag. For a time these were all right, but we eventually had to refund many of our customers for tubes and bladders which had hardened and cracked, and, the rubber concern refusing to reimburse us or to guarantee their future produce, it behooved us to look elsewhere for something durable. For years we had been selling an invalid cushion made by the oldest and probably most reliable concern

in the United States, who make no low grade goods of any kind. We noted that these held air for months after a single inflation, and after five or six years' service seemed to be as good, soft, and flexible as new. This concern now makes our tanks of same material and method of construction as their invalid cushion. The material is heavy red rubber of best grade. They are not enclosed in canvas, but have smooth outside rubber finish, not glossy, but a dull maroon finish. They are the finest and most durable rubber goods and air goods in the market. In case of puncture a rubber patch can be quickly applied with rubber cement. We formerly used an air pump, but now have a valve the top of which removed allows the tank to be filled quickly by the lungs. When nearly filled the cap is replaced and the tank blown hard. The valve has a pump attachment, however. The small vent is what has made inflation tedious. With a large vent, which can be made smaller when tank is nearly full, inflation is quick and easy.

**THE CIRCULAR AIR CUSHION.**—This is the appliance most generally ordered and of which we aim to keep the largest stock on hand. It is 18 inches in diameter and about 4½ inches thick. It holds two gallons of air and displaces exactly two gallons or 16½ pounds of water. The cushion weighs one pound and three ounces, and allowing one-half pound for its excess specific gravity, there is left a lifting power or buoyancy of exactly 16 pounds. This would sustain one person, head above water, which we think is sufficient even in very rough water. It is elastic enough to be pulled down over the head after the manner of a life-collar. The cushion can be used as a pillow, to sit on, or as a tank. One tied at each end of the boat gives a lifting power of 32 pounds, each gallon of air having a lifting power of eight pounds. This ought to be sufficient for from two to four persons in smooth water or two in rough water; that is, to keep heads and shoulders above water.

**THE AIR TANKS.**—These tanks hold a little over eight gallons of air, with a lifting power of 65 pounds each tank. We think one tank is ordinarily sufficient for a boat, the buoyancy being enough to sustain six or eight people, heads above water. They furnish the greatest amount of buoyancy for the price and in the least possible space. Tanks are quickly inflated and easily attached to boat, being put in a canvas harness with cords for fastening to boat frame. The tank is a cube in form



IN THE SURF. The Weather Bureau Observer and the Light Keeper at Cape Henry, Va., in 16-foot Acme.



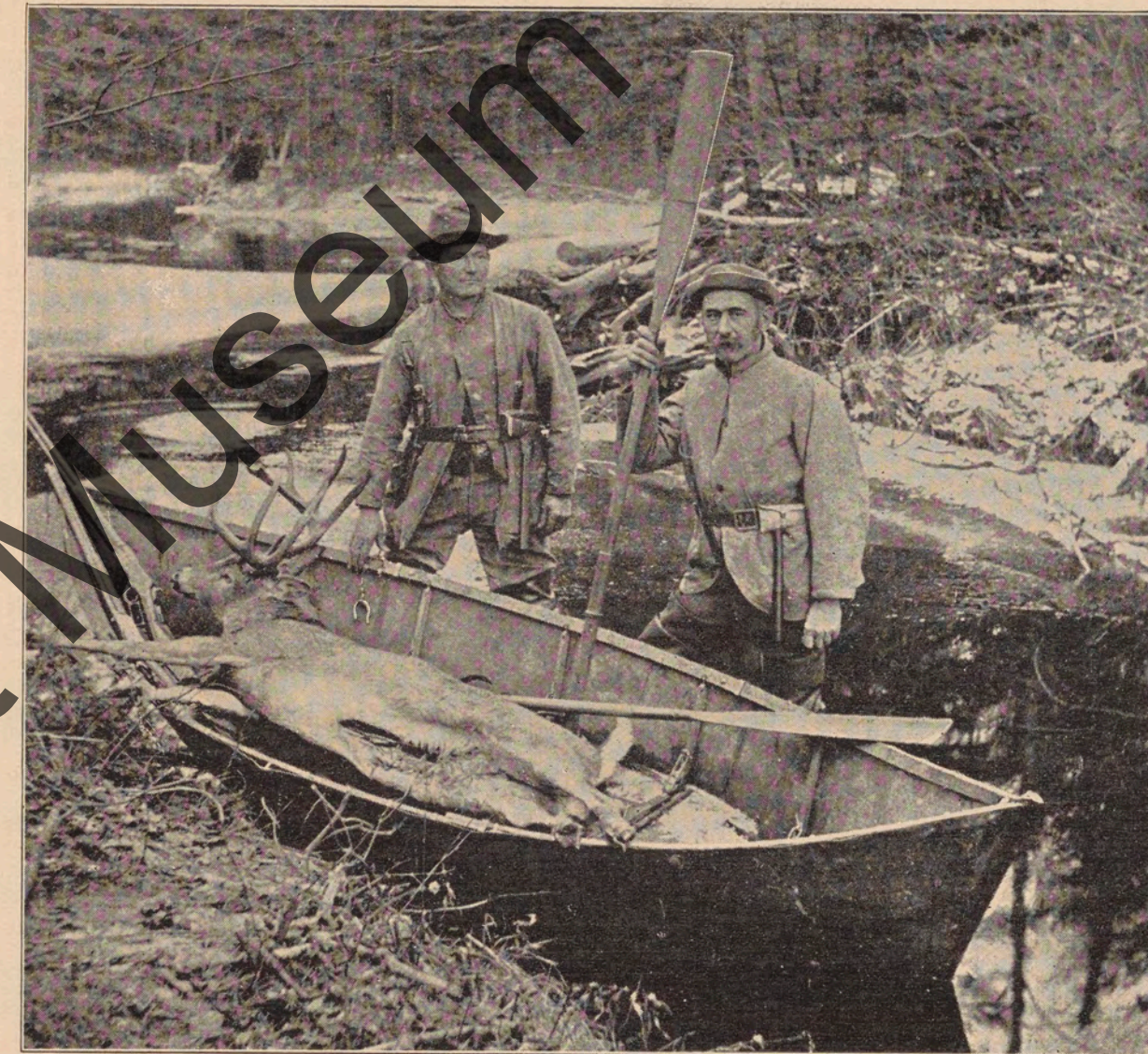
PHOTO-ENGRAVING OF NO. 2 ACME.



OUR AGENT AT MELBOURNE, AUSTRALIA, IN NO. 2 ACME.



SHOWING THE COLLECTOR OF CUSTOMS AT CARDSTON, ALTA, N. W. T., CANADA, HIS NO. 2 EUREKA, AND A GOOD BAG OF DUCKS.



NO. 2 ACME IN SERVICE.

The above photo-engraving of our No. 2 Acme boat appeared in *Munsey's Magazine*, December, 1900, stating it represented a boat used throughout Canada. It is from an Underwood & Underwood copyrighted photo entitled, "Floating the Buck to Camp." For 12c. they will mail a most beautiful stereograph of this view. Their address is New York City.

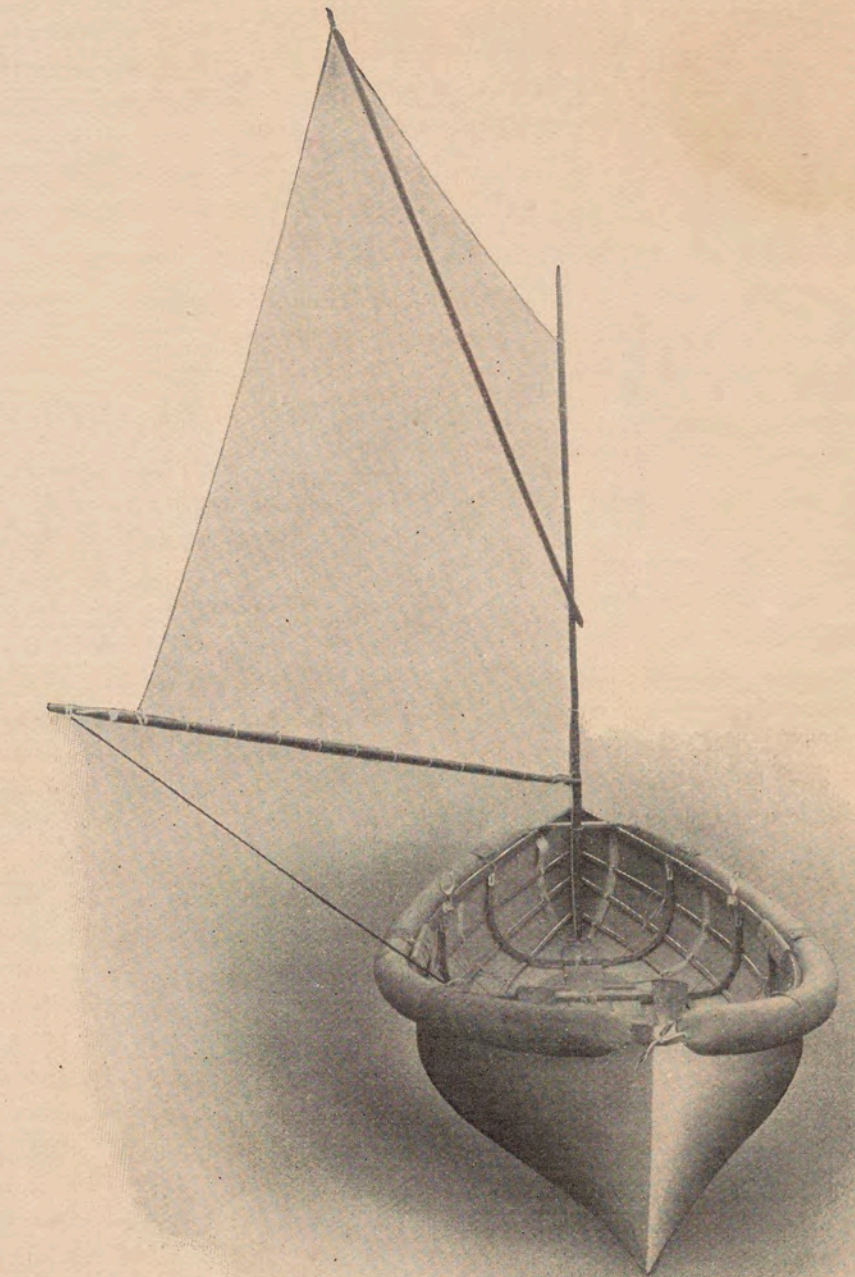


PHOTO-ENGRAVING OF NO. 3 EUREKA WITH SAIL.

and a little over a cubic foot in dimension, there being 7 gallons in a cubic foot. One edge is inserted toward the stem of boat. A four-gallon tank costs nearly as much to make and cannot be sold much cheaper than the eight-gallon tank, and for that reason we made the tank large enough so that one might answer for a boat, or, if two were wanted, then the cost would be but slightly more than for two four-gallon tanks.

**OARS.**—These are of best spruce pine, very light yet amply strong. For joining we use heavy brass ferrules of cone shape which wedge, thus forming a secure joint, yet readily taken apart by a slight twist. All oars and paddles are copper-tipped.

**Double Skins at Ends.**—All Eureka's have three thicknesses of canvas on bottom at ends, and these reinforcements can be renewed when worn through. The Acme is also protected at these points.

**REPAIRING.**—When worn through, a canvas boat is easily and quickly repaired. The possibility of snagging a canvas boat is a general, but entirely unwarranted delusion, as they are not much more liable to be snagged than rubber balls are to be broken. Our boats are light and elastic, and their momentum is easily counteracted, so that they bounce or glance from obstructions. The snagging is usually done ashore when boat is not in use. Bicycle cement can be used to hold a patch in place, but it should be sewed around the edges to prevent curling. Experimenting, we cut a hole in a canvas boat and through it pushed a plug made of an oily rag, which stopped all leakage. The rag should be pulled through from inside, pushing edges of rent outwardly, and the upward water pressure will then form a water-tight valve of the combination. Boat can be permanently repaired at leisure. Patches can be put inside or outside, but preferably inside. Coat with waterproof after sewing. A thinner grade than the boat canvas is preferable for patches.

**An Account of an Official Contest Between Folding Canvas Boats on the Lagoon at the Chicago World's Columbian Exposition in 1893.**

We are officially notified by Captain J. W. Collins, Chief of the Department of Fish and Fisheries, that a prize was offered for a contest between canvas folding boats, to occur September 21, 1893, on one of the lagoons at the World's Fair, under the supervision of Captain F.

M. Symonds, U. S. N., Superintendent Marine Transportation, and we immediately gave notice of our intention to enter the contest. No conditions were stated in regard to the selection of oarsmen, and we did not know who our competitors had secured to row their boats; but just before the contest, recognizing discretion to be better than valor, they refused to enter, claiming we had a professional oarsman, which was not true. We immediately said any fair allotment of oarsmen would suit us. It was then decided to have Captain Jas. Hunt furnish a number of equally matched oarsmen from his emergency crew, the oarsmen assigned the respective boats to be decided by lot, and this arrangement was carried out. Our competitors seeing no further excuses would serve, entered at the last minute.

The race, as the Chicago papers stated the next day, was more amusing than exciting, as our two boats, a No. 2 Eureka and a No. 2 Acme, were the only ones "in it," figuratively speaking. Our rivals furnished the spectators a most ludicrous display, disparaging to canvas boats in general had not the good conduct of our boats counteracted this effect. The Eureka easily won the race with the Acme a close second. Both boats were 12 feet long, the Eureka 36-inch and Acme 45-inch beam. Other competing boats were both wider and narrower than the Eureka, but none so wide as the Acme. The boats were taken from our exhibit at the Fair. They won because of excellent model, smoothness of skin, and last, but not least, lightness and strength of construction. Our boats were the only ones that went over the course without breakage of any kind. The others only reached the stake boat or turning point, which marked the half of the three-fourths' mile course. It seems incredible they should have been so badly beaten as to stop here, but such is the fact, and the oarsmen were lucky to reach shore without a wetting. The oarsman in the wire frame boat narrowly escaped capsizing, as part of gunwale and frame work gave way and he went heels over head into the bow of his boat. The Eureka and Acme took the lead from the start and rapidly increased it until a wide stretch of water intervened in their wake between them and their rivals. Then it was that the boats of the other contestants began to disintegrate—the brawny oarsmen simply pulled them to pieces. Our boats developed no breakage of any kind.

This contest was official, public, perfectly fair, and thoroughly decisive in its results, and it was witnessed

by many thousand persons and reporters of the Chicago papers.

**Regarding Medals and Awards at Chicago.**—About everything shown at Chicago got a bronze medal or an award—we got both. Each bronze medal and award was exactly equal in all respects to every other bronze medal and award; all were "highest awards" and by the same token "lowest awards," too. No boat, canoe, or launch exhibit got higher than a bronze medal.

**AWARD.**

A collection of Folding Canvas Boats, from eight to sixteen feet in length, of two styles or models, known as "Acme" and "Eureka," differing somewhat in details, but of the same general plan of construction. Either style of boat folds very compactly into a neat, round bundle less than a foot in diameter and about one-third the length of the boat, of very convenient size to handle and carry, and requiring no box or crate for transportation. The material of construction comprises wooden gunwales, ribs, or braces, and a folding wooden floor. The skin or cover is of waterproof canvas of good weight; the ribs and yokes are hinged, and compensating, so that the boat is thereby fully extended, taut and trim, and presents as smooth sides and as good a model as a non-folding boat, and is well adapted for all purposes of fishing, shooting, and exploring. These boats can be taken apart or set up in a few minutes by one person, are very light, of great carrying capacity, and are very easily rowed or paddled.

(Signed) J. A. HENSHALL, Individual Judge.  
Approved: L. Z. JONCAS, Pres. Departmental Committee.  
Approved: JOHN BOYD THATCHER, Chm. Ex. Com. on Awards.

**ACME PRICES.**

No. 2—Length, 12 ft.; beam, 45 in.; depth at ends, 22 in., amidship, 14 in.; capacity, about 800 lbs., suitable for 2 or 3 persons; weight, about 48 lbs., \$45.

No. 4—Length 14 ft.; beam, 48 in.; depth at ends, 22 in., amidships, 14 in.; capacity, about 1,200 lbs., suitable for 3 or 4 persons; weight, about 58 lbs.; price, \$52.

No. 5—Length, 16 ft.; beam, 52 in.; depth at ends, 25 in., at center, 17 in.; capacity, up to 2,500 lbs., a proper maximum load being about 1,500 lbs.; weight, about 85 pounds; price, \$60.

No. 6—Length, 10½ ft.; beam, 40 in.; depth at ends, 22 in., depth at center, 14 in.; weight, about 38 lbs.; capacity, 1 or 2 persons, or up to 600 lbs.; price, \$42.

**EUREKA PRICES.**

No. 1—Length, 10 ft.; beam, 36 in.; depth at ends, 20 in.; depth at center, 12 in.; weight, about 38 lbs.; capacity, 2 or 3 persons or up to 700 lbs.; price, \$32.

No. 2—Length, 12 ft.; beam, 36 in.; depth at ends, 22 in.; depth at center, 14 in.; weight, about 48 lbs.; capacity, 3 persons or up to 900 lbs.; price, \$35.

No. 3—Length, 12 ft.; beam, 44 in.; depth at end, 23 in.; depth at center, 15 in.; weight, about 35 lbs.; capacity, 4 to 6 persons; price, \$38.

No. 4 or Canadian Model Canoe—Length, 12 ft.; beam, 30 in.; depth at ends, 20 in.; weight, about 42 lbs.; capacity, 2 or 3 persons or up to 600 or 700 lbs.; price, \$38.

No. 5 or Dinghey—Length, 8 ft.; width at center, 36 in.; depth at ends, 20 in.; depth at center, 13 in.; weight, about 30 lbs.; capacity, 2 persons or up to 500 lbs.; price, \$30.

Each Acme boat is furnished with one pair of spruce copper-tipped jointed oars, 6½ ft. long; one pair of adjustable malleable rowlocks, which can be attached at any point on the gunwale from stem to stern; a heavy brown duck shipping case; a can of waterproofing sufficient to coat bottom and for repairs, and spare duck for patching. No. 2 and No. 6 have two folding seats each, with one adjustable seat back. No. 4 has three folding seats and No. 5 has four folding seats.

Eureka boats have each one pair of spruce copper-tipped 6-ft oars; two folding seats or small camp-stools; malleable rowlocks; a case for the cross ribs; can of waterproof and spare canvas for repairs; a case for the floor and canvas not being a necessity with Eureka as it is with Acme to complete the bundle, we only furnish case with lacing upon special order, and the price is \$1.50 extra, net.

**NOTE.**—Weights given above are for boats without oars and seats and rowlocks, which weigh about as follows: 6½ ft. oars, per pairs, about 5 lbs.; 7 ft. oars, per pair, about 5 lbs. 4 oz.; rowlocks, per pair about 1½ lbs.; seats each about 1 lb.; shipping case with end discs, about 5 lbs.; single paddle, 1¾ lbs.; double 3 lbs.

**PRICE LIST OF AIR CUSHIONS AND EXTRAS.**

- No. 10 Circular Air Cushion, 18 in. diameter, capacity, 2 gallons.....\$ 3 00
- No. 1 Air Tank, about 12 in. x 12 in. x 15 in., capacity, 8 gallons..... 5 00
- Spruce oars, copper-tipped, 6 ft., per pair..... 1 50
- Spruce oars, copper-tipped, 6 ft., jointed, per pair..... 2 00
- Spruce oars, copper-tipped, 6½ ft., jointed, per pair..... 2 50
- Spruce oars, copper-tipped, 7 ft., jointed, per pair..... 3 00
- Spruce paddle, copper-tipped, 5 ft., each..... 1 25
- Spruce paddle, copper-tipped, 9½ or 10 ft., jointed 2-blade..... 2 00
- Sprit sail, about 40 square ft., jointed mast, with boom and sprit and brace to hold mast in boat, complete..... 6 00

Detachable keel and braces for any size or model, complete..... 3 00

Waterproofing, per gallon, \$3.00; per half gallon, \$1.75; per tin of 2½ pints, sufficient to coat any boat, \$1.25. These prices make an allowance of 25c to cover can, crate, and labor of making each shipment, leakage, freight, etc., as we sell the paint practically at cost, and only to owners of our boats.

- Malleable rowlock without socket, per pair.....\$ 50
- Malleable rowlock with adjustable socket, per pair 1 00
- Malleable rowlock with Eureka screw or rivet socket, per pair..... 80
- Eureka folding seats, each..... 40
- Acme folding seats, each..... 75
- Case for Eureka, heavy brown duck, with lacings, each..... 1 50

**TERMS.**—Unless the purchaser has a fair rating in Dun or Bradstreet, he should remit with order the full price of the goods, unless he prefers to have express C. O. D. shipment, in which case he should remit \$10 on account as guarantee of good faith and express or freight charges. This latter method, however, entails an expense of 25c to 40c for return of collection by express company. It is just as safe to send us the full remittance. If, after inspection boat is promptly returned in good order, we will promptly refund. We expect person ordering to pay all freight or express charges which are usually small. Look us up in Dun or Bradstreet, or your banker or business acquaintance can give you the information as to our financial rating. You will find it good enough to make your dealings with us entirely safe. It is our pride that we haven't the name of a dissatisfied customer on our books. *Unless otherwise specified, we send all boats by express.*

**HOW TO GET QUICK SHIPMENT.**—Go to any express agent and give him the price of the boat wanted. He will wire us direct or through the American or U. S. Express agent here, and we can usually express the boat same day. If you can wait a day longer, the agent will express the order to the agent here who will execute it. This is really a very safe and convenient way to send an order. Express companies make no charge for buying goods, because they want the express business. Any person anywhere in the U. S. or Canada can have one of our boats on the way to him by fast express the same day he makes up his mind he wants one.

**EXPRESS AND FREIGHT RATES.**—The freight to Seattle, San Francisco, and other main Pacific Coast points is \$2.50 to \$3.00 per boat. Freight to Boston, New York, and main northern Atlantic Coast points, from 50 cents to \$1.00 per boat. The following are all express rates: The express to Boston, New York, and

main Atlantic Coast points is \$1.25 to \$1.50 per boat. Toronto and Montreal, Canada, \$2.00 per boat. Quebec, \$2.25. Chicago and St. Louis, \$1.00. New Orleans, \$2.25. St. Paul, Omaha, Kansas City, and main Missouri river points, \$1.75 per boat. North and South Dakota, about \$3.00. Texas points, about \$3.00. Yellowstone Park, Helena, Montana, Salt Lake City, about \$5.00. San Francisco, Portland, Seattle, and Pacific Coast points, about \$6.00. As rates change, we do not guarantee above, but give them as approximate. They are based on average shipping weight of 12-ft. boat.

**THE TRUTH PREVAILS, NOT SOMETIMES, BUT ALL THE TIME.**

The truth prevails, not sometimes, but all the time. Purchasers by mail are interested in the truth or falsity of catalogues. Some things are demonstrable by argument, while other things can only be proven by evidence. We claim, and we challenge any one to controvert it, that in this catalogue we give the evidence to prove every assertion which requires evidence to substantiate it. We show letters, vouchers, signatures, diplomas, orders to prove all claims of governmental, departmental, and official orders and world's fair awards.

On page one we show a letter from U. S. War Department stating that no folding boats were bought or used in March, 1889, while for years our competitor has claimed in big type the adoption of their boats at that time by the War Department.

We publish another letter from the publisher of the Official List of Awards stating that all wire frame boats received the bronze medal, at the St. Louis World's Fair in 1904. Yet one of our competitors has devoted an entire page of his catalogue to a reproduction of a Gold Medal Badge, ordered by himself and issued to himself, but showing not a single signature of a World's Fair Official, a supremely foolish piece of business, as only a very ignorant person could be fooled by so cheap a device.

Following is the engrossment of our award or diploma, which is given with the silver medal. The pictorial design we do not reproduce here.

United States of America: Universal Exposition, Saint Louis, MDCCCIV. Commemorating the Acquisition of the Louisiana Territory. The International Jury of Awards has conferred a Silver Medal Upon Acme Folding Boat Company, Folding Boats and Canoes.

(Signed) DAVID R. FRANCIS, Pres.; F. J. Skiff, Director; Tarleton H. Bean, Chief; Walter B. Stevens, Secretary.

The following letter we received in response to our request for information, before the publication of the Official List of Awards, a copy of which we now have and which confirms the letter:

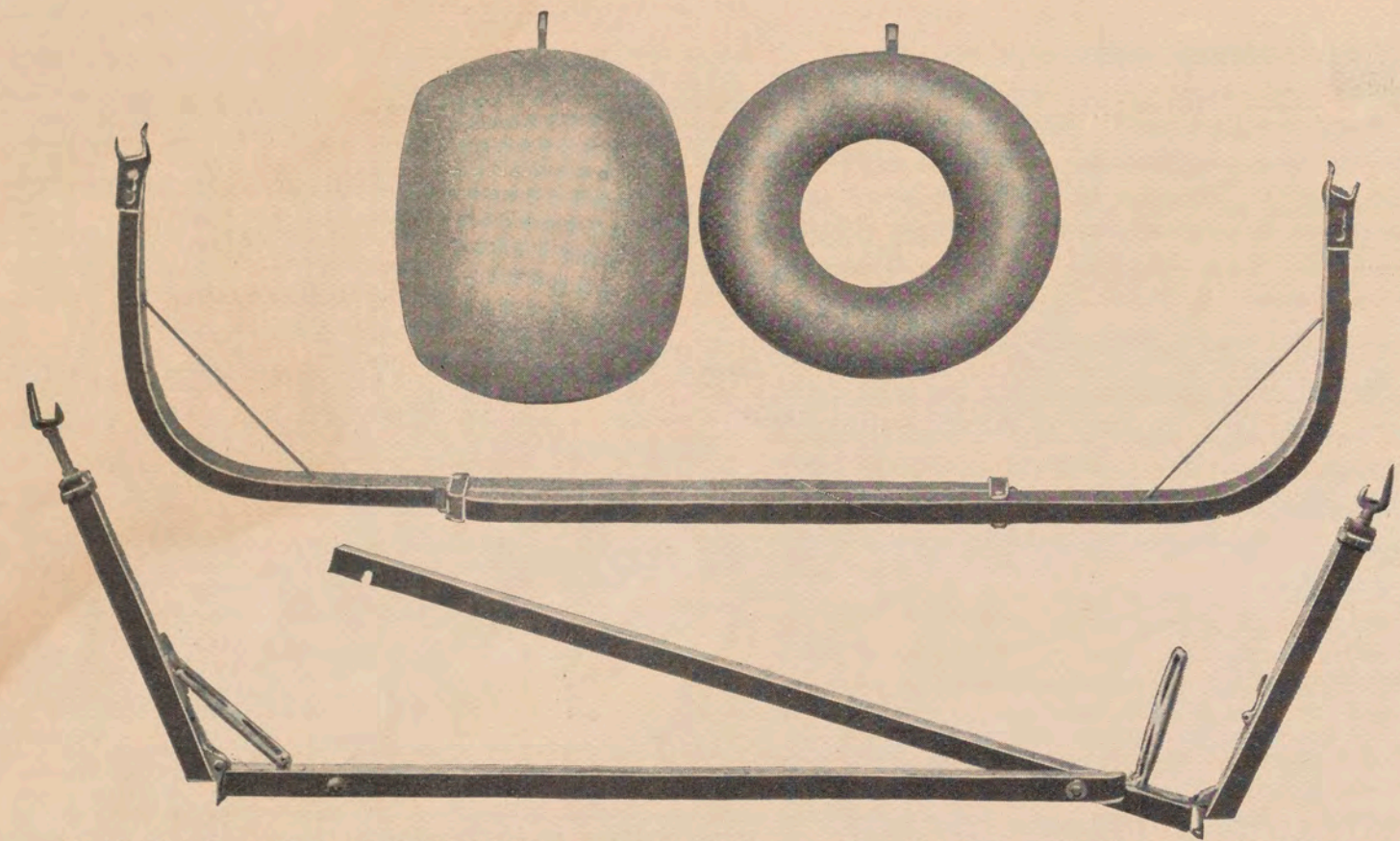
Universal Exposition, The Official List of Awards, Published Under Exposition Direction. S. W. Bolles, Gen. Manager, Nov. 16, 1904:

GENTLEMEN: Replying to yours of the 10th inst., in relation to Awards, we beg to say that the Folding Boat Co. of Kalamazoo, Michigan, and the Canvas Folding Boat Co., of same place, have each received a Bronze Medal Award.

Yours very truly,  
THE OFFICIAL LIST OF AWARDS.  
A. W. BOLLES, General Manager.

Except our own, no exhibit of small boats or canoes, folding or non-folding of any kind, received higher than a bronze medal award at St. Louis World's Fair.

This statement can be verified by referring to the Official List of Awards, a copy of which should be owned by every exhibitor. We would be foolish to make any mis-statements regarding this matter of awards. There were only three exhibits of folding boats at the St. Louis World's Fair; the two wire-frame boat exhibits and our own.



No. 3 Eureka and Acme Ribs showing extension devices. Also Air Tank and Circular Air Cushion.

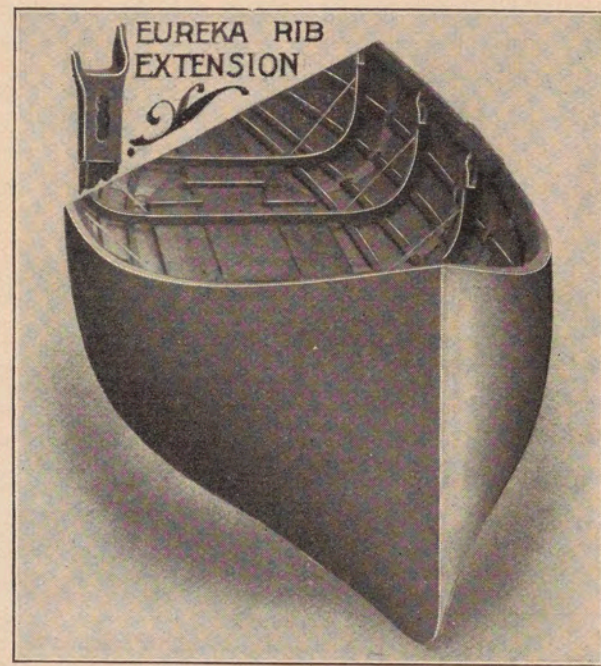
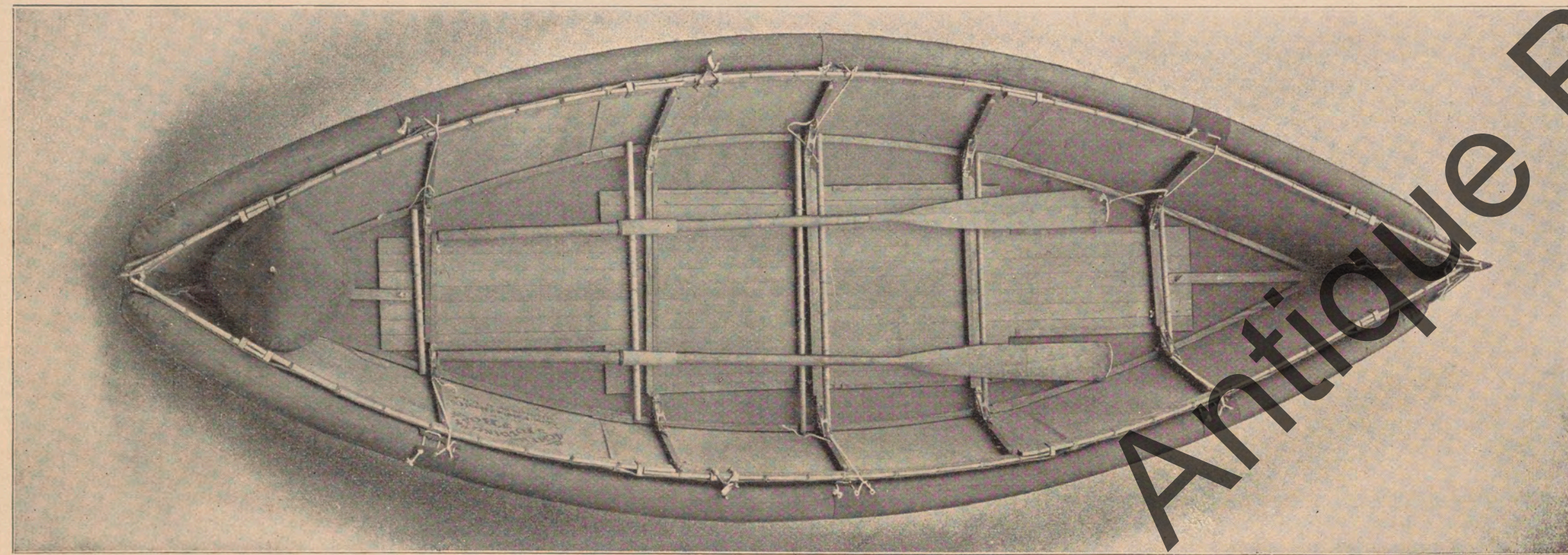
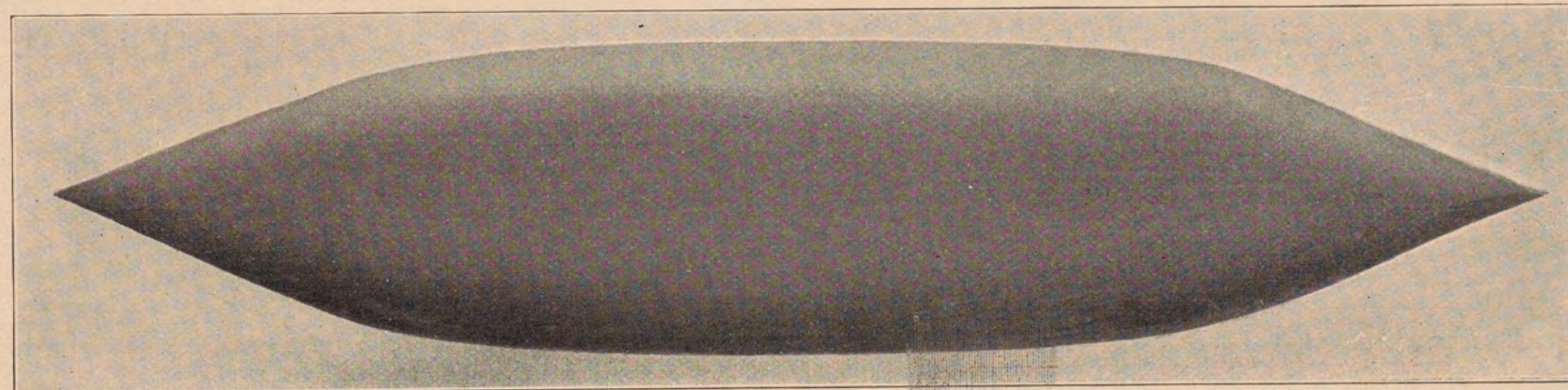
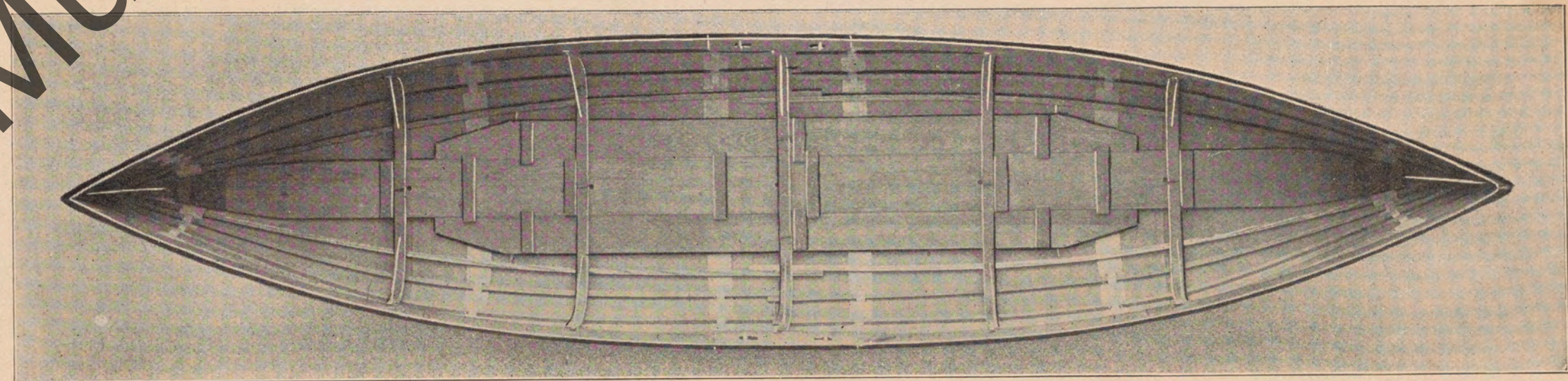
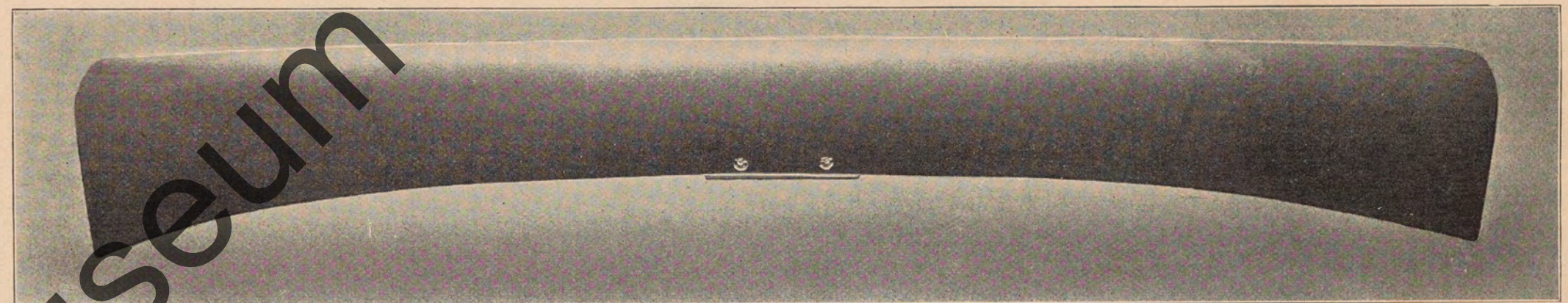


Photo-Eng. Eureka Canadian Model Canoe.

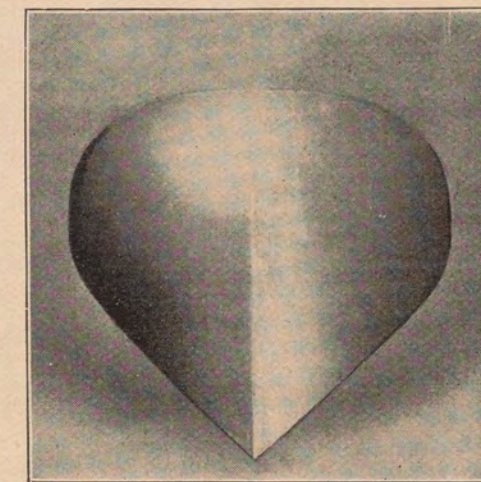
14-Foot Acme photographed vertically, oar blades up. For correct perspective it should be viewed in this position.



The Photo-Engravings below are of the Eureka Canadian Model Canoe inverted to show bottom, inside and outside.



This is not a torpedo, though it travels like one. It shows bottom of canoe.



End of inverted canoe, showing bottom.

## TESTIMONIALS.

Our testimonials are all entirely unsolicited. They show important governmental service and endorsements from high officials and officers of the Government, Army and Navy of the U. S., Canada, and England; service in hot climate, as India, and cold climate, as Alaska; transportation on pack trains in mountainous country and use by prospectors; also service of many years' duration showing durability. These we have arranged into groups for convenience of those interested in different services and classes of testimonials. Of ordinary testimonials acknowledging receipt of boats and stating satisfaction, we have four or five thousand, to print which would require a volume of several hundred pages—too heavy to mail and which no one would read.

### Showing 15 Years' Service.

Permanent address Grand Marais, Mich.  
Under Canvas, Wilds of Minnesota, June 21, 1909.  
In 1895, I purchased a No. 2 Acme of you, and have used it every season since that time in the United States and in Canada. The history of the boat would make a fine story; but suffice it to say that in the fourteen years' service, I have found it at all times a better boat than you ever claimed it to be. I have had considerable experience with the different makes of folding boats, and I consider the Acme the only folding boat worthy of the name. I have given my Acme more hard work to do than the average wooden boat gets during its existence. Cruising in a wilderness is a good test for boat or canoe. You may refer to me at any time.  
CHAS. F. HICKOCK.

### Showing 20 Years' Service.

Furniture and Undertaking, Millersburg, Ky.  
April 10, 1910.  
Thinking you would like to know the life of one of your canvas boats, I have one bought of you about 1889 or 1890, which has been used every year, spring and fall, with no especial care except painting, and it seems as sound as ever. I am still using it, and have just come in from a fishing trip in it.  
JOE W. MOCK.

Des Moines, Iowa, Sept. 4, 1906.  
As I wrote you before, I don't want it for myself, but for a friend who purchased a folding boat with a wire frame a year ago, and did so against my advice, as I knew the Acme would suit him better. He wished to make a trip down the Cedar River, and I agreed to take the boat when he got back, provided he was dissatisfied. As I did not hear from you soon enough, he rented a wooden boat at Waterloo.

As I wrote you before, my experience in ice, rough and swift water has convinced me that under any circumstances the Acme is the safest boat any one can have.  
Respectfully,  
CHAS. BRYAN.  
Care Pitt Carriage Co

NOTE—Lack of space has compelled us to select brief letters, but as a sample of the many longer ones we receive, we give the following in extenso from an old customer, written to a party who made inquiry regarding our boats to Mr. Foster, who kindly sent us a copy.

County Court Chambers,  
Milwaukee, Wis., Feb. 21, 1907.  
Nearly 20 years ago our party of five, going to the North woods of Wisconsin, wired for a No. 2 Acme, ordering it "on suspicion." It looked so trim when set up in my office that we concluded to keep it. Previously I had been the owner of a folding canoe, with which I was very much dissatisfied. We camped at various places and finally at Lake Gogebic, which is about 15 miles long and 2 to 3 miles wide. Here we hired a wooden boat to be used

in conjunction with the Acme. This large lake is very rough at times, yet we found the Acme as safe and sea worthy as our wooden boat. Every year since I have used the Acme in the North woods, until two years ago, when wanting a more roomy boat for a trip with my wife, I bought a 14-ft. Acme, which we loaded with tent and provisions and took a hundred-mile trip down a narrow, rapid river for fifty miles, the rest of the distance on a larger river. We ran onto stumps, snags, and shallows, with hardly a scratch showing on canvas. My Acmes have never been snagged. Where the old boat showed wear. I reinforced it with patches without trouble and after nearly 20 years it is in good shape to use.

One advantage these boats have over the wire frame boats is that they are stiffer, and I think more seaworthy. The wire frame boats have no stiff gunwales—nothing but sections of wire in the canvas along the gunwale edge; consequently, in a sea they are not stiff, as the keel is not very stiff either, and the whole boat seems to twist and squirm. The Acme and Eureka are stiff and do not act in this way. I have used the Eureka also, and will say it is the smoothest, finest canoe model to be had. The Acme is a great weight carrier and draws so little water it seldom touches bottom even in shallow water, consequently seems never to wear out. If the treatment I have received from the Acme people is any criterion, you may be sure they will treat you well.  
Yours very truly,  
WM. M. FOSTER.

The Nat. Interstate Telephone Ass'n.  
Janesville, Wis., Jan. 2, 1907.  
While camping in northern Wisconsin last month, I received an inquiry regarding your boats, and you may be sure I gave them a good recommendation. I am still using the 16-ft. Acme you had at your Chicago World's Fair exhibit in 1893, and the canvas seems to be as strong as ever. Any time you want a testimonial from me, let me know, and I will give you one that will "talk."  
Sincerely yours,  
RICHARD VALENTINE.

Oxford, Mich., March, 27, 1906.  
Two years ago I bought a No. 1 Eureka and used it that summer, then, having a good chance, sold it the following winter. Buying again for last season, I tried a steel-ribbed boat from \_\_\_\_\_, and this was so unsatisfactory, owing to its flimsy gunwale and general poor and trappy construction, that I am well cured of the steel folding boat fever, and now want another Eureka. I enclose price of a No. 3, which ship by freight.  
Yours truly,  
C. E. RICE.

Manufacturing Chemist,  
Athens, Tenn., March 19, 1906.  
I want to say to you that your Eureka boat is so far superior in construction, rigidity, etc., to the wire frames, that comparison is out of the question. My Eureka has stood one of the most unreasonable tests possible. I am back from a 30-mile trip generally considered impossible, the attempt to navigate it in a wooden boat resulting in disaster. We made the trip without accident IN SIX HOURS over drifts, shoals, and everything.  
Yours truly,  
DR. K. J. SCHUMANN.

General Merchandise,  
New Harmony, Ind., Jan. 25, 1907.  
To say that I am delighted with the No. 2 Acme is putting it mildly. I had no idea a folding boat could be built on such graceful lines. I have been using it duck hunting, and it certainly rides the waves steadier than any wooden or steel boat on the river. A certain party here has a steel wire frame boat made at \_\_\_\_\_, but after seeing my Acme he is trying to sell his and buy one like mine.  
Yours truly,  
FRED LICHTENBERGER.

St. Peter's Eng., Ev. Lutheran Church,  
Janesville, Wis., March 7, 1907.  
I recently called at your factory and was shown the various styles of boats which you build. The \_\_\_\_\_ Folding Boat Co. \_\_\_\_\_ have an agency here and have been trying to sell me a boat, but I like the boats which you build much better. Kindly send me a price list.  
Yours truly,  
REV. W. P. CHRISTY.

NOTE—We received Rev. Mr. Christy's order for a No. 2 Eureka.  
347 Spruce St., Reading Pa., March 17, 1905.  
GENTLEMEN—Please express me at once a No. 3 Eureka complete with four seats and two pairs of oars. This will be the first boat of your make in our vicinity. There is a wire frame folding canvas boat here among about 150 boats and canoes, and it is such a "bum" affair that folding boats have a bad name among the boaters. However, I saw your exhibit at St. Louis, and I would not be afraid to put your boat beside any of the canoes or small boats if it is up to your St. Louis standard.  
Yours truly,  
ROBERT B. RINGLER.

Reading, Pa., March 27, 1905.  
GENTLEMEN—The Eureka No. 3 arrived today and it certainly meets all my expectations. It is most surprisingly easy to set up, even for the novice. No trouble at all to carry four, and I am sure it would take six on a pinch. It has been much admired for its rigidity, mechanical appearance, excellence of model, and light weight. It is also up to your St. Louis standard, which would indicate that your boats there were the every-day output of your factory.  
Yours truly,  
ROBERT B. RINGLER.  
Pa., Aug. 26, 1903.  
GENTLEMEN—We received the Canadian model canoe, ordered some weeks since, in good shape. We are very much pleased with the boat and like it much better than an 11 ft. wire frame \_\_\_\_\_ boat owned by our party.  
Yours truly,  
DR. W. C. WEXMOUTH.

724 Kal. Ave., Kalamazoo, Mich., Sept. 1, 1904.  
GENTLEMEN—Enclosed find stamps for extra rowlocks. I like my boat better than any other. I have used different makes, but you have the advantage in the wide, flat bottom, the floor backing the canvas, general model and construction, and light weight.  
Yours truly,  
C. SORHAGEN.

NOTE—A \_\_\_\_\_ wire boat maker wrote Mr. Craft, of Indianapolis, to call on Mr. Comstock, whose testimonial he published and who had been the means of selling half a dozen wire boats at Indianapolis. Not being satisfied with Mr. Comstock's boat, Mr. Craft wrote us, one boat then being unknown in Indianapolis, asking \_\_\_\_\_ we were willing to submit a No. 2 Eureka subject to competitive test against the various wire boats at Indianapolis. Finding the gentleman well rated in Dun, and believing the offer bona fide, we shipped the boat. This brings us to the date of the next letter.  
A. P. Craft & Co., Manufacturing Jewelers,  
315 Stevenson Bldg.,  
Indianapolis, Ind., April 16, 1901.  
GENTLEMEN—Enclosed find check to cover bill of March 28th. I was agreeably surprised when I put the boat up, at its graceful lines, but after putting it in the water, I was better pleased than ever. I find it all, and more than you claim for it. Mr. M. B. Williams (an expert on boats) and I tried it with one man, two men, oars and paddle. He has used the wire frame boat and says the Eureka is a far better boat. Mr. Comstock and I are going to come down from Noblesville on Friday in it, and that will give him a chance to try it. He likes the model very much, and asked me not to say much about it until he has sold his steel frame boat, as he intends to sell it and get one of yours. No doubt you will sell several here this summer. With thanks for your courteous treatment, I am  
Yours sincerely,  
A. P. CRAFT.

Horace A. Comstock, Jewelry, Silver, etc.,  
48 East Washington St.,  
Indianapolis, Ind., Dec. 28, 1901.  
GENTLEMEN—I wrote you several months ago about a No. 2 Eureka, I now wish you to express the one. I prefer a light green, but if they are all about one color it won't matter.  
Yours truly,  
HORACE A. COMSTOCK.

Indianapolis, Ind., Oct. 30, 1903.  
GENTLEMEN—I want another No. 2 Eureka by next March and would prefer an olive green color instead of the regular green. Kindly quote me price on complete boat this color.  
Yours truly,  
HORACE A. COMSTOCK.

NOTE—We shipped this boat to Mr. Comstock March 15, 1904.  
Indianapolis, Ind., April 14, 1905.  
GENTLEMEN—Replying to your favor, the Eureka is still all right. Permit me to say I have always spoken highly of your Eureka No. 2 since I have used it. I have used several different makes and believe you have the best folding canvas boat made, especially so for sportsmen.  
Yours truly,  
HORACE A. COMSTOCK.

Schaub & O'Day, Hatters,  
42 S. Illinois St.,  
Indianapolis, Ind., March 31, 1902.  
GENTLEMEN—You may express me a No. 2 Eureka boat complete. Send me a bill for same and I will remit at once. I want a boat exactly like Mr. Comstock's. I was about to order a wire frame boat, but having an opportunity to try a No. 2 Eureka owned by a friend of mine, Mr. Comstock, I found it superior and just what I want.  
Yours truly,  
FRED SCHAUB.

The Union Glass Works Co.,  
Huntington, W. Va.  
GENTLEMEN—Enclosed find letter for your information. I have ordered of these people an 11-ft. steel frame boat. In consulting an old fisherman who has used both boats, he tells me your boat is the best on the market, and thought you would have no objection to sending one on trial. Your prompt attention will greatly oblige.  
Yours respectfully,  
DAN H. HOLTON, Sec'y.

NOTE—We sent Mr. Holton a No. 2 Eureka and secured his order.  
R. P. Morse, Contractor and Builder,  
317 North West St., Indianapolis, Ind., Aug. 1, 1902.  
GENTLEMEN—The Eureka which I bought from you early in the season has proven very satisfactory and I am much pleased with her. Have thoroughly tried her and find her about as near perfection as a canvas boat could possibly be.  
Yours truly,  
ROBERT P. MORSE.

NOTE—We have more testimonials from Indianapolis, but have surely published enough from one place. We placed an even dozen Eureka at Indianapolis as result of Mr. Craft's and Mr. Comstock's orders. At Noblesville and vicinity we placed about as many more. Our boats advertise themselves and into them we put our money. For every dollar spent with us we return a better value than is given by any other boat makers in the market, and you will find it so if you have occasion to deal with us.  
Aux. Schr. Yacht "Haida."  
Marine Basin, Ulmer Park, Brooklyn, N. Y.,  
May 3, 1909.  
Mr. Max C. Fleischman, of Cincinnati, bought from your firm last year one of your folding boats for his yacht "Haida." We used it in the Florida waters this last winter and it proved very successful. Express me eight gallons waterproofing for use on canvas hatch covers, as I don't like to

use it on the Mississippi River here, and in the lakes near here. It has never given me any trouble, nor have any repairs been necessary; and I have found it convenient on many fishing trips where I could not have had a boat had I not been able to take this one with me.  
GEO. B. WILDS.

Noah Payne Dry Goods Co.,  
Marion, Ill., April 12, 1910.  
The trial we gave the No. 3 Eureka proved it to be better even than we expected. We had three good big men in the boat and were surprised how easily it is managed. One of our party said, "All you need to do is just think where you want to go and the boat goes." This boat is very steady and runs in very shallow water. We are well pleased with our purchase.  
NOAH PAYNE.

The following letter was written in response to an inquiry to Mr. Richard Valentine, of Janesville, Wis., who had charge of the Wisconsin Fisheries exhibit at the Columbian Exposition in 1893.  
"I would advise you to get a 12-foot Acme. It draws only about an inch with a 170 pound man in, and pulls as light as a feather, owing to its lightness and the smoothness of its bottom. And if you ever want to carry a big load, the Acme will carry it. Last fall I crossed a lake in northern Wisconsin in my 12-foot Acme with three good-sized men, a woman, and a 60-pound dog. I have a 16-foot Acme that the boat company had on exhibition at the Chicago World's Fair in 1893. It has the same skin on it and I still use it. Before I got these boats I had used a \_\_\_\_\_ and a \_\_\_\_\_ wire frame folding boat, neither of which was worth 30 cents to me. They are not boats at all, but mere wobbly frames covered with canvas that cannot be stretched tight at all. The skin on the Acme and Eureka boats can always be kept taut because they both have compensators on the ends of the ribs where they attach to gunwales. All three of my boats are now at my camp in northern Wisconsin. These boats have been run down some of the roughest rivers in Wisconsin and Michigan. I have run rapids in them that I would not care to run in any wooden boat. They are always dry as a bone if you merely coat the bottom a little once a year. This coating improves with age and never cracks nor softens nor rots. My man once tore a hole in my big boat an inch in diameter (this occurred ashore and not afloat). I used it a month on the Flambeau River with merely a rag stuffed in the hole. Hoping I have been of service to a fellow-sportsman, I am, sincerely yours,"  
RICHARD VALENTINE.  
Janesville, Wis., April 2, 1910.  
Stafford Springs, Conn., R. F. D. No. 2,  
April 15, 1910.  
I gave the Acme No. 4 a real testing. Am perfectly satisfied and indeed pleased beyond my expectations, which is saying a great deal. I do not wonder at your host of Acme friends. Not only is my boat a thing of utility, but of beauty as well, decidedly so. The boat is simply perfection, and I am delighted.  
(Reverend) CORNELIUS W. MORROW.

University Military School, Mobile, Ala.  
J. T. Wright, A.M., Principal,  
April 4, 1910.  
I enclose \$2.50 for waterproofing, as I wish to paint my No. 5 Acme before starting for Canada. The boat cannot be beat. I am delighted with it in every way, as, indeed, every one who has seen it.  
Faithfully yours,  
JULIUS T. WRIGHT (Principal).

Eight Years' Service.  
459 E. Ave. 28, Los Angeles, Cal.,  
March 24, 1910.  
My 12 foot Eureka canoe, bought of you in 1902, is still in good condition and entirely satisfactory.  
R. P. ROGERS.

Each Boat Sells Another—An Endless Chain—15 in One Place.  
The F. J. Green Sign Co., 325 Malvern Ave.,  
Hot Springs, Ark., April 15, 1910.  
Ship me No. 1 Eureka. I was compelled to let my new No. 2 Eureka go, as I have created such an urgent demand for your boats. I will probably have several orders more before the fleet is completed. We have about fifteen of your boats and have yet the first complaint to hear.  
F. J. GREEN.

W. T. Wilson Grain Co.,  
Nacogdoches, Texas, Feb. 16, 1910.  
I thank you very much indeed for the information contained in yours of 11th. The Eureka is certainly a dandy. I had no idea a canvas boat could be so staunch and serviceable. Refer any one in this part of the country to me.  
B. T. WILSON.

Texas Produce Co.,  
Texarkana, Ark., April 12, 1910.  
I have one of your 12-foot boats which has been in service five seasons, and I anticipate many more pleasurable jaunts in same.  
CHAS. KELLEY.  
Care Texas Produce Co.

Geo. B. Wilds & Co., Hardware, Grain, etc.,  
Wickliffe, Ky., April 16, 1910.  
The 12-foot Eureka which I bought of you three years ago is still in commission and doing satisfactory service. I

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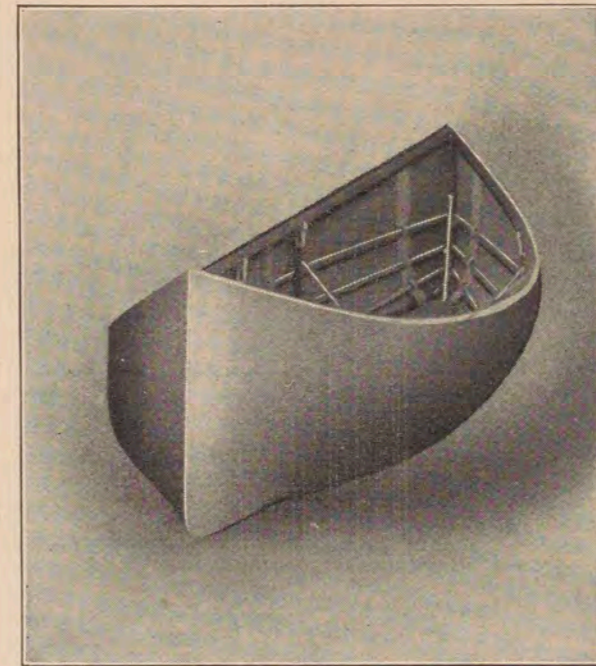


PHOTO-ENGRAVING NO. 2 EUREKA.

have them crack, as canvas does when one uses common paint.  
CAPTAIN CARL G. MULLER,  
Master Aux. Schr. Yacht "Haida."

Just the Thing for the Adirondacks.  
Law Office Eugene L. Dominick, Elliott Sq., Buffalo, N. Y.,  
April 8, 1910.  
A year ago I bought two No. 2 Eureka's. With these boats I took a party of four through two hundred miles of the lakes of the Adirondack Forest in Northern New York. The boats gave us satisfaction beyond our expectations. They were certainly very satisfactory boats.  
EUGENE L. DOMINICK.

Ship me No. 1 Eureka. I was compelled to let my new No. 2 Eureka go, as I have created such an urgent demand for your boats. I will probably have several orders more before the fleet is completed. We have about fifteen of your boats and have yet the first complaint to hear.  
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The 12-foot Eureka which I bought of you three years ago is still in commission and doing satisfactory service. I

19

Willis Edwards Lowry, M.D.,  
State Quarantine Officer

Laredo, Tex., Feb. 3, 1910.

Please send catalogue. I purchased from you, while living in Mexico twelve years ago, one of your canoes, which has been so satisfactory that I wish to continue dealing with your firm.

W. E. Lowry, M.D.

New Harmony, Ind., Jan. 3, 1910.

I have used your No. 2 Eureka for the past three seasons and have rode in it over 1,000 miles. Have used it in rapids and rough water and over snags, rocks, and other obstacles which one would think would surely puncture the skin, yet it is sound as a dollar to-day. I have crossed the Wabash when it was very swift and rough, with four persons in, one of them a lady, and the average weight over 150 pounds. Refer to me any time you want a testimonial.

F. L. BAILEY.

Red Oak, Iowa, March 26, 1910.

Doctor Seabloom and I purchased a No. 5 Acme which has given excellent service and is a marvel of efficiency. Without experience one could not believe a folding canvas boat could be so staunch and stand such hard knocks. We have babied her very little and she has never given us any trouble, although we have traveled over hundreds of miles of snaggy river. You can feel sure of our good will if you wish to use us for reference.

B. F. GILLUM, M.D.

The Annex Garage, Fred Lichtenberger, Manager,  
New Harmony, Ind., March 5, 1910.

I have used your Acme boat for two years, and would not exchange it for any metal or wooden boat made.

FRED LICHTENBERGER.

Syracuse University,

Syracuse, N. Y., April 17, 1910.

Three years ago we purchased a No. 1 Eureka, and the day after we received it, took it into the Adirondacks. We are well pleased with it.

JAS. B. FAULKES, JR.

P. B. Powell & Co.,  
Yazoo City, Miss., July 24, 1909.

Whitefall, Mich., July 30, 1905.

GENTLEMEN—I enclose check for No. 3 Eureka. I intended to order a wire frame boat, but after investigation, concluded it was not what I wanted, although offered at very low price. I want a boat I can use for duck hunting or that my wife can use on the lake.

Yours truly,

W. E. NELSON.

Whitefall, Mich., August 5, 1905.

GENTLEMEN—I gave the No. 3 Eureka a good test, and am well pleased. Two of us rowed for two hours against a very heavy sea and the boat kept perfectly rigid, and did not ship a drop of water. A wooden clinker boat, with two men in, could not stand the sea—so they tied the boat and walked back, a distance of a mile and a half.

Yours truly,

W. E. NELSON.

DEAR SIR: I wish to acknowledge receipt of the folding boat made by you for the use of this Expedition. It was received very promptly by our shipping agent in New York, and is now on its way to the Arctic regions. My thanks to you also for the excellent arrangements of the boat, adapting it to the severe conditions it is to meet, and I trust to be able to give you a good report of its actual service in the field.

Sincerely yours,

WALTER WELLMAN.

THE CHICAGO RECORD-HERALD POLAR EXPEDITION.

CAMP WELLMAN, DANES ISLAND, SPITZBERGEN, August 12, 1907.

DEAR SIR: We have carefully tried out the 16-foot Acme folding boat and I am glad to say that it meets every requirement. It is an excellent sea boat; very steady in the water; and of remarkable carrying capacity. This boat has been selected to take in the airship on the trip in quest of the Pole and will be the only boat carried.

Very truly yours,

MAJOR M. B. HERSHEY, Executive Officer.

Comment by us on the above seems unnecessary. Mr. Wellman and his party, all experienced and educated scientists and engineers, found our Acme boat as scientifically built as their own air ship, having the maximum of qualities essential, as strength, carrying capacity, seaworthiness, etc., with a minimum of weight and bulk when folded. Next to the air ship it was the most important factor of their outfit. No item of the outfit was analyzed as carefully or thoroughly as the boat, and practically every kind of boat in the world was considered.

Cheraw, S. C., May 5, 1906.

GENTLEMEN—I am sending you to-day per Southern Express Company, order for No. 4 Acme and one air cushion. My proposition to you is that if boat is not as represented and I am dissatisfied, I can return it at your expense. About five years ago I bought a 14-ft. wire frame boat from the Folding Canvas Boat Company of—

I noted the following in regard to it. To me it seemed of "cheap John" construction with seemingly nothing about it to warrant the price asked, so I thought they must be charging for the patent. The adjustment was clumsy and after a time it was hard to put it together at all. After two years' occasional use the canvas appeared to have become rotten and easily punctured. It now lies at the bottom of the Waccamaw River. I find it hard, therefore, to credit the lasting quality of your testimonials.

Yours truly,

C. W. BOYD.

NOTE—Needless to say the Acme did not come back.

15 Years' Service.

703 Ashboro St., Greensboro, N. C., April 8, 1906.

GENTLEMEN—I have one of your 16-ft. Acme boats which Mr. C. W. Tate, of this city, ordered for me 15 years ago. It has been used every spring and every fall since then, and I can make affidavit to the fact that it has never been repainted nor anything repaired about it. I have left it out in bad weather two and three weeks at a time. I will send you a photo of it later on. To any one wanting a boat for safety, durability, and to last a lifetime, I would recommend the Acme boat.

Yours truly,

R. C. WHITTINGTON.

Good after 15 years' service. No light wooden canoe or boat would render such service.

P. O. Box 300, Prince St., West.

Truro, N. S., Canada, April 5, 1905.

GENTLEMEN—Fifteen years ago I purchased a Eureka Folding Boat of you which has been in use ever since and most satisfactory and is still in good order. However, I may dispose of it, as it seems about time to replace it, and would like to have your late catalogue. I do not think I could improve upon the style of the old boat.

Yours truly,

THOS. S. PATILLO.

After 14 years' service, sound as the day it left the factory.

T. F. Orton, Grain, Seeds, Wool, Coal, etc.

Lancaster, Wis., June 2, 1904.

GENTLEMEN—I still have your folding canvas boat and it is as sound as the day I bought it, but now needs a coat of your rubber waterproofing. With a coat of this the boat will be as good as new. I never regretted the purchase. "It is a dandy." The boat was purchased in August, 1890, which makes it 14 years old, coming August. It has been used every season, missing not one. The builders of a boat like this have surely the right to be proud of it.

Yours truly,

T. F. ORTON.

10 Years' Service.

Ringwalt Bros., State Agts. London Guarantee

& Accident Co., Ltd.

15th and Farnam Sts., Omaha, Neb., Mar. 21, 1904.

Mr. Wm. H. Swift, Montreal, Canada.

DEAR SIR—I have your favor inquiring *re.* my experience with the Acme Folding Boat. I have to say that I bought one of these boats about 10 years ago and have used it more or less constantly since and find it very satisfactory in every particular. It is, in my judgment, without question the best portable boat on the market. With regard to the firm, I have to say that my dealings with them have been most satisfactory, and that they have been more than fair with me in all my transactions with them.

Yours truly,

THEO. L. RINGWALT.

12 Years' Service.

Noblesville, Ind., April 3, 1905.

GENTLEMEN—The No. 2 Acme I got of you nearly 12 years ago, or in July, 1893, shows practically no wear, although it has been used annually since. The frame is in perfect condition, not a piece being split, warped, or out of shape, and the canvas is as sound as those you are shipping to-day. You may remember, I suggested that you show this boat at your St. Louis exhibit last year, I agreeing to furnish you an affidavit as to amount and length of service, and I still think you made a mistake in not adopting this suggestion. You explained that you were short of space, having to crowd your boats in double tier, but I believe this boat would have done you more good than any new boat you could show, because 99 out of 100 who are interested enough to have any opinion have no faith in the durability of canvas boats, regarding them purely as makeshifts to be used where wooden boats are not available.

Yours truly,

H. D. GRAY.

Independent Telephone Assn. of Wisconsin,

Richard Valentine, President.

Janesville, Wis., July 22, 1904.

GENTLEMEN—I think I have sold a boat for you to a friend of mine who camps with me every year. Will let you know in a few days. I have used your boats for over a dozen years, and have a 16-ft. Acme that was in your exhibit at Chicago World's Fair that is still all right. I had no idea the canvas would last so long. You certainly make the ONLY canvas folding boat that is worth having, and I am always glad to say a good word for them.

Yours truly,

R. VALENTINE.

NOTE—Mr. Valentine was Commissioner of Fisheries and had charge of the Wisconsin Fisheries Exhibit at the Columbian World's Fair at Chicago in 1893. He was perfectly familiar with the various makes of folding boats exhibited there—the same boats which with no radical changes or practical improvements, are still before the public.

HOTEL CONTINENTAL PARKS, May 21, 1907.

DEAR SIR: I wish to acknowledge receipt of the folding boat made by you for the use of this Expedition. It was received very promptly by our shipping agent in New York, and is now on its way to the Arctic regions. My thanks to you also for the excellent arrangements of the boat, adapting it to the severe conditions it is to meet, and I trust to be able to give you a good report of its actual service in the field.

Sincerely yours,

WALTER WELLMAN.

CAMP WELLMAN, DANES ISLAND, SPITZBERGEN, August 12, 1907.

DEAR SIR: We have carefully tried out the 16-foot Acme folding boat and I am glad to say that it meets every requirement. It is an excellent sea boat; very steady in the water; and of remarkable carrying capacity. This boat has been selected to take in the airship on the trip in quest of the Pole and will be the only boat carried.

Very truly yours,

MAJOR M. B. HERSHEY, Executive Officer.

Comment by us on the above seems unnecessary. Mr. Wellman and his party, all experienced and educated scientists and engineers, found our Acme boat as scientifically built as their own air ship, having the maximum of qualities essential, as strength, carrying capacity, seaworthiness, etc., with a minimum of weight and bulk when folded. Next to the air ship it was the most important factor of their outfit. No item of the outfit was analyzed as carefully or thoroughly as the boat, and practically every kind of boat in the world was considered.

Rockford, Ill., April 5, 1905.

Mr. R. Valentine, Janesville, Wis.

DEAR SIR—I read your testimony in the Acme Folding Boat Co. catalogue and note you have ordered both Acme and Eureka models. Which do you think is the sturdiest and most serviceable boat for fishing and rowing? Please find stamp for reply.

Yours truly,

HENRY ROBINSON.

Janesville, Wis., April 8, 1905.

Mr. Henry Robinson, Rockford, Ill.:

DEAR SIR—I have both the Acme and Eureka model boats, two of each. Personally, I prefer the Acme because I like that model better than a canoe model and think it will stand more hard usage and outwear any canvas covered boat of canoe model. It draws so little water that it rides practically on the surface, hence the bottom seldom or never touches the ground. However, the same high grade material is used in both models and the Eureka is as smooth and handsome a canoe model as it is possible to find anywhere. You will make no mistake in buying a boat of the Acme Co. They have the only canvas boat that is worth having. I have had a ——— folding canvas boat with steel wire frame and also a ——— folding boat, and neither kind is worth paying the freight on, for my use. I have a 16-ft. Acme that I bought in 1893 and have used it every season. It is good and sound to-day.

Yours truly,

R. VALENTINE.

From Dr. Jas. A. Henshall, author of "Book of the Black Bass," "More About the Black Bass," "Game Fishes of North America," etc. In charge of the Angling Pavilion and Individual Judge of Boats and Canoes at the Chicago World's Columbian Exposition.

Tampa, Fla., July 23, 1895.

GENTLEMEN—I wish to add my voice of appreciation for the Acme. I have used most of the folding canvas boats in my explorations in Florida and elsewhere, and in all candor and without bias, I must say that in every respect—model, lightness, strength, compactness, and ease of manipulation—the Acme leads them all.

Yours very truly,

J. A. HENSHALL.

Aquarium Supply Co.—Wm. P. Seal & Sons.

Dealair, N. J., Jan. 2, 1904.

GENTLEMEN—Please express pair rowlocks for Acme. These boats are wonderfully strong. We have used ours two winters in the south—last winter for five months almost every day. Have run on snags and cypress knees innumerable and never a tear or break. Have saved many miles hard rowing by portages impossible with other boats, and visited places inaccessible to other boats. They are great boats. Will be glad to write you a testimonial if you want one. I was Superintendent of Fishery Department of the Columbian Exposition, Chicago, '93; also Judge of Awards of that Department.

Yours truly,

WM. P. SEAL.

NOTE—Doctor Henshall was Superintendent of the Angling Pavilion, where all folding boats were exhibited, and Mr. Seal was Superintendent of the Fisheries Department, and both gentlemen were Judges of Awards on folding boats at the Chicago World's Fair. Our competitors NOW have practically the same boats they had THEN.

18 Years' Service.

Walt's Art Gallery,

Chas. & Centre Sts.

Baltimore, Md., March 28, 1907.

GENTLEMEN—Please let me have your late catalogue. I may say that 18 years ago I purchased one of your folding Eureka and that it is still in use and satisfactory.

Yours truly,

MYRON M. ASHLEY.

Seward, Alaska, March 17, 1907.

GENTLEMEN—Enclosed find New York Express order for \$48. Ship by freight one No. 1 and one No. 3 Eureka to me here. I used one of your folding canoes for three years in Montana and Idaho with the greatest satisfaction.

Yours truly,

A. H. WHEATLEY.

Real Estate Loan Co. of Canada,

2 Toronto St., Toronto, Jan. 14, 1907.

GENTLEMEN—I have given your No. 3 Eureka a good try and find her very staunch and easy and light to handle. My weight is 230 lbs. and I stand 6 ft. 5 in., and I can stand up in her without any danger of an upset. In fact, I tested her thoroughly in that way. I am quite satisfied and you can refer any Toronto buyer to me.

Yours truly,

E. L. MORTON.

1022 Dorchester St. West,

Montreal, Canada, Sept. 1, 1906.

GENTLEMEN—The No. 3 Eureka was received by my friends in good order. They used it on Lake Memphremagog and found it entirely satisfactory. We are taking it to the Northwest on a hunting trip this fall. I wish to thank you for your promptness and care in following special instructions, etc.

Yours respectfully,

T. P. SHAW.

Toronto, Ont., Canada, April 14, 1907.

GENTLEMEN—We are much pleased with the 14 ft. Acme which you sent us.

Yours truly,

J. A. DAGGETT.

12 Years' Service.

American Dentist,

103 Collins St.

Melbourne, Australia, March 4, 1907.

GENTLEMEN—By courtesy of Colonel Bridges I was handed your catalogue along with two other makes and have just given him my experience, as I have used your boats far more than any one in these parts. For 12 solid years I have had your boat and used her this Christmas, and she is in perfect order. I was saying only the other day to my camp mate, General ———, that this boat was absolutely the most useful thing I have ever possessed. She has required little attention and for years has been stored when not in use in an iron shed, and you know this country is not as cold as America. Various inquiries and efforts to buy my boat lead me to write you and suggest that you keep a stock of these boats here. I suggest the following parties as agents \* \* \* :

Yours sincerely,

DR. RAY TOVELL.

NOTE—In the same mail with Doctor Tovell's letter we received one from Mr. E. M. Inglis, whose brother in South Victoria had formerly used our boat and had written him to buy and forward him one from Melbourne. After trying to buy Doctor Tovell's boat, Mr. Inglis placed an order with a Melbourne firm who gave us an order for a stock of boats which we have forwarded.

Sussex, N. B., Canada, March 4, 1907.

GENTLEMEN—I thought you might like to know that the Eureka No. 2, which I purchased of you four years ago, has proved satisfactory in every way. I have used it constantly and have not spared it. I have packed it into the woods and fished from it on half a dozen different lakes, from 15 to 150 miles from here. It has not cost me a cent for repairs and is to-day as sound as ever.

Yours truly,

A. B. MAGGS.

Merchant & Custom Miller,

Sumner, Mich., July 12, 1906.

GENTLEMEN—Express a No. 2 Eureka. I have used the Eureka boat for 14 years and would not care to take a trip without one along.

Yours truly,

A. E. FOWLER.

CANADIAN GOVERNMENTAL AND OFFICIAL  
ORDERS AND ENDORSEMENTS.

Geological Survey of Canada.

Ottawa, May 18, 1906.

GENTLEMEN—Enclosed find P. O. order for No. 2 Acme. Please send duplicate vouchers and ship by express to Geological Survey of Canada, Ottawa. I have the honor to be,

Yours truly,

D. B. DOWLING,

G. S. of Canada.

Department of the Interior,

Topographical Surveys Branch,

Ottawa, Feb. 26, 1907.

GENTLEMEN—I would like another voucher for the Acme boat which is for the Government service. If I can use another boat, will wire you from Southern Alberta.

Yours truly,

W. F. O'HARA.

MILITIA HEADQUARTERS.

Ottawa, Ont., Canada, Aug. 8, 1905.

The No. 2 Acme has reached me safely and is entirely satisfactory. I am very much pleased with it. I enclose a cheque for ——— which will, I trust, cover cost of boat and expressage. I may add that the reports I received upon the boats ordered of you in 1898 and since, for Government service have been uniformly satisfactory.

Yours faithfully,

PERCY LAKE, Major General,

Chief of General Staff,

Montreal, July 26, 1897.

DEAR SIR—Enclosed is order from E. Gilpin Brown for two No. 2 Acme boats. This gentleman is Inspector of the North West Mounted Police, and I think one of the boats is intended for Mr. McIlree, another officer. I have placed your boats before the Surveyor General and am advised that if the Canadian Government decides on the route to Klondike gold fields via Mackenzie River I shall get a good order, as they will be used in place of Peterboro and other canoes.

Yours truly,

JNO. W. KIRKUP.

Montreal, Aug. 6, 1897.

DEAR SIR—Yesterday I wired you order for ten No. 4 Acmes and you answered could not fill order; what is the matter? I wired you this A. M. to ship six Acme No. 2's to-day (not later) and six Acme No. 5's Monday to Canadian Yukon Co. This company has \$500,000 at its back, and I could have sold them 25 boats; but you are evidently not in a position to fill orders, and I have had to refuse two orders for 25 boats each for two syndicates leaving Monday. This is too bad, why don't you run night and day? I can place several hundred boats for you. I am sorry to say I have had to transfer my orders to the Peterboro men; but in the face of all that they want your boats. I can place any quantity of them yet. I expect an order for 20 boats from Ottawa Monday; are you equal to the emergency?

Yours truly,

JNO. W. KIRKUP.

Montreal, Aug. 10, 1897.

DEAR SIR—I could have placed 50 of your boats for delivery this week, but evidently you could not meet the demand. I expect another Government order every day. The Canadian Yukon Co. wanted more boats and feel very sore over the disappointment. The president is the Hon. Dr. Guerin, M. P.

Yours truly,

JNO. W. KIRKUP.

Montreal, Aug. 12.

Received telegram from Governor at Ottawa, asking how soon could deliver 10 No. 5 Acmes at Ottawa.

Yours truly,

J. W. KIRKUP.

Montreal, Oct. 20, 1897.

DEAR SIR—Major Walsh, (Governor of Klondike) has left for Dawson City, taking with him a No. 4 Acme for his personal use.

Yours truly,  
J. W. KIRKUP.

**North West Mounted Police.**

Office of the Comptroller.

Ottawa, Oct. 16, 1897.

GENTLEMEN—Referring to your letter of the 14th inst., you can ship the 16-foot Acme boat to me here, whenever it is ready. \* \* \* Those who have tried the Acme strongly recommend it, and we have adopted it for our requirements. I have the honor to be, gentlemen, your obedient servant,

FRED WHITE, Comptroller.

NOTE—The above official letter, given in part (balance refers probable wants of the Government, instructions, etc.), refers to a sample of improved 16-foot Acme. We had filled three previous orders for Acmes; part of which went over Skagway trail latter part of August with detachment of N. W. M. Police.

**From the Surveyor General.**

Telegram Ottawa, April 16, '98.  
JNO. W. KIRKUP, Montreal—Send me by Dominion Express five Acme canvas boats No. 5, no tubing.

E. DEVILLE, Surveyor General.

Department of the Interior

**From Militia and Defence Department.**

Telegram Ottawa, April 19, '98.

JNO. W. KIRKUP—Order mailed for five Acme Folding Boats, 16-ft. complete, and one 12-ft. complete. Ship each with each boat. Deliver earliest moment possible.

A. BENOIT, Capt. and Sec'y.

Militia and Defence Department.

**Geological Survey of Canada.**

George M. Dawson, C.M.G., LL.D., F.R.S.,

Deputy Head and Director.

Ottawa, May 18, 1898.

DEAR SIR—Yours of May 13th enclosing cheque for \$15, being a refund of amount overcharged on boats recently sent here, received. I am much obliged for your prompt attention to this matter and we shall likely have future occasion to deal with your company.

Yours truly,  
GEO. M. DAWSON.

**From the Quartermaster General.**

Department of Militia and Defence.

Ottawa, 19 July, 1898.

DEAR SIR—In reply to your letter of July 18th. I may say that your portable boats were certainly accepted for the use of the force under Lt. Col. Evans, commanding. The delay in receiving a reply from Capt. Benoit (Sec'y. Dept. M. and D.) may have been due to the fact that money for payment for stores was not available until after the prorogation of Parliament (1st July). I have forwarded your letter to the Deputy Minister of Militia.

Yours faithfully,  
COL. LAKE, Quartermaster General.

**From the Minister of Railways and Canals.**

Telegram Ottawa, June 20, 1898.

United States Express eight No. 5 Acme boats addressed, Deputy Minister Railways and Canals, Ottawa, to-day.

J. W. WOODS.

**North West Mounted Police.**

Macleod Alta, N. W. T., Apr. 2, 1899.

Kindly express me one qt. your waterproofing dressing. It is for the Eureka purchased from you some five years ago,

which has been most satisfactory in every way.

A. ROSS CUTHBERT,  
Inspector N. W. M. P.

**North West Mounted Police.**

Office of the Commissioner.

Regina, 20 Sept., 1900.

DEAR SIR—I unfortunately lost one of the two center ribs of my Acme boat the other day, and although the boat is still serviceable even without the missing rib, I wish you would forward one to me here.

E. GILPIN BROWN,  
Commissioner N. W. M. P.

**Department of the Interior.**

Office of Chief Astronomer.

Ottawa, Canada, March 15, 1905.

Please ship me by express to Lacombe, Alta., one of your 14-ft. Acme boats with two paddles. I believe you are in the habit of keeping a stock at Seattle, and if so, it will be cheaper to send from there. It will be used for surveying in the Northwest.

Yours truly,  
W. F. O'HARA.

**Department of the Interior,**

Forestry Branch.

Ottawa, April 9, 1901.

SIR—On the 7th I sent your company an order for one of your folding boats to be shipped to Mr. D. G. Mackay, Experimental Farm, Indian Head, Assa. I would be glad to be advised concerning shipment of this order.

Yours sincerely,  
NORMAN M. ROSS.

Customs, Canada.

Cardston, Alta., N. W. T., Canada, July 10, '91.

GENTLEMEN—The Eureka is a Joe Dandy. Enclosed find \$2.00 and a poor photo taken after an afternoon's shoot. Not one-quarter of these ducks could we have gotten without the boat. \* \* \* Please send latest catalogue.

Yours truly,  
F. D. SHAW, Collector of Customs.

**AN UNSOLICITED ENDORSEMENT FROM HIGH AUTHORITY.**

**H. M. S. Cordelia,** North American Station

Port of Spain, Trinidad, Feb. 12, 1897.

DEAR SIR—There is an officer on board this ship who has a Eureka Folding Boat, No. 2 size. During the summer this ship is employed in Newfoundland, in protection of the Fisheries. I was much impressed last summer with the usefulness of the Eureka on board here, and I am anxious to have one also. I have decided that the No. 3 size, which seems slightly larger than the No. 2 size, would suit me better. I see the price, with oars and rowlocks and two folding seats, \$32. I enclose a cheque for seven pounds sterling, which at \$4.80, makes \$33.60. I would like two extra seats. Boat should be forwarded to Halifax, addressed to Captain, the Hon. M. Bourke. I am, sirs, yours faithfully,  
MAURICE BOURKE, Captain.

**H. M. S. Cordelia,**

Halifax, N. S., May 18, 1897.

GENTLEMEN—I have your letter of 2d inst. and thank you for your prompt attention to my order. I enclose post-office order in settlement. Captain Bourke's boat arrived safely, and is a great success.

Yours faithfully,  
M. VISARD, Commodore's Sec'y.

NOTE—Our folding boats are carried by other English vessels. One of them—H. M. S. Cleopatra—has three, an Acme and two Eureka's, the last orders being results of the satisfactory service accomplished by the first boat, as they were shipped at different times.

**H. M. S. Cordelia,**

Halifax, N. S., May 8, 1896.

DEAR SIR—Your No. 2 Eureka boat has given me very great satisfaction. I could not suggest an improvement, and I shall have very much pleasure in strongly recommending your boats to any one I meet who wants a superior article in that line.

Yours faithfully,  
L. S. VISARD, Commodore's Sec'y.

**A DARING FEAT.**

(From Montreal Gazette)

"A large crowd assembled yesterday afternoon on the banks of Sault au Recollet, to witness Captain Douglas, R. N. R., shoot the rapids in one of the celebrated twelve foot Acme Folding Boats. The gallant captain performed the feat successfully, amid the cheers of the crowd, and without the boat shipping a drop of water."

178 Pleasant St., Halifax, N. S., Aug. 15, 1900.

Captain B. Douglas, R. N. R., will feel obliged if the Acme Boat Co. manager will send him a few circulars. Captain Douglas is the officer who took the Acme boat down the Sault Recollet Rapids in 1891. (Captain Douglas).

**H. M. S., Cordelia, North American Station.**

Sidney, C. B., Nov. 2, 1898.

SIR—After two seasons' work fishing the rivers of Newfoundland, I wish to express to you how useful I have found the Eureka boat. I have tested it to its utmost and exposed it to rough usage, such as I could not have imagined it capable of withstanding, and I can only say that your boat came out of the trial practically scathless, and I shall always have much pleasure in recommending your boats. I have no hesitation in saying they are the best type of folding boat I have ever seen or heard of. I enclose some photos. One is your Eureka with H. M. S. Cordelia in the background, taken at St. Johns Harbor, N. F. My ship is now going home to England and my address is Admiralty, London, at which address I shall be glad to hear you have received this recommendation which I have no objection to your making use of. I am, sirs,

Yours faithfully,  
M. A. BOURKE, Commodore.

**H. M. S. Columbine,**

Halifax, N. S., May 17, '99.

DEAR SIR—Please send me one of your No. 3 Eureka boats, same pattern and fittings you sold Commodore Bourke (Cordelia) about two years ago. Send via Red Cross Line to St. Johns, N. F., addressed to me.

Yours faithfully,  
A. H. WILLIAMSON, Lieut. Royal Navy.

**H. M. S. Columbine,**

St. Johns, N. F. L. D., 11 July, 1899.

DEAR SIR—The boat arrived in good condition and gives every satisfaction. I enclose order in payment.

Yours faithfully,  
A. H. WILLIAMSON, Lieut. R. N.

**H. M. S. Cambria,**

Malta, Oct. 22, 1899.

DEAR SIR—Please send me your price list by return mail. I have just seen one of your 12-ft. folding Eureka canoes and like it very much. I should be glad if you could tell me probable cost of freight to England.

Yours faithfully,  
R. CLINTON BAKER Lieut. R. N.

**H. M. S. "Cambria,"**

Rio de Janeiro, Oct. 7, 1904.

GENTLEMEN—Over 12 years ago I purchased one of your 12-ft. Eureka folding canoes through your agents at Montreal, and it is still going with the original cover and timbers. The amount of work, and hard work, too, it has done has been really extraordinary, including three summers fishing in the rapid rivers of Newfoundland and Labrador, sea-fishing at Suakim in the Sudan, also at Bermuda on the Brazilian Coast, etc. I am much astonished not to have seen any of your models in the Argentine Republic, where

there ought to be a great field for their sale. A connection of mine, a young civil engineer, now employed in railway work, has written asking me if same model of mine is still procurable. He saw the use I made of mine in the Estuary of the Dart in Devonshire, and recognized its value in railway work in S. A. You mention a new model, but I prefer the old model. I use a bamboo mast with light sprit sail. Many years back I had brass bolts fitted to the gunwale couplings, as iron, even though heavily galvanized, rusts quickly with salt water. If you still have the old model send one 12-ft. canoe to me, this ship at Montevideo, Uruguay, Prince Line from New York, price including freight not to exceed \$45. You may make any use you like of this letter. I am, gentlemen, yours faithfully,  
W. V. T. LEONARD,  
Staff Paymaster, R. N.

**H. M. S. Indetachable.**

N. America and W. Indies, Aug. 3, 1902.

DEAR SIR—Please forward me, care Naval Storekeeper, Halifax, N. S., a No. 2 Eureka canoe, grade A. I bought one of same pattern of your firm in '94, which gave me the greatest satisfaction. It is now in use, and is, I believe, as good as ever. Fit canoe with detachable and folding keel, mast, and sails. I enclose \$45. Any amount due me make up in spare waterproofing, etc.

Yours truly,  
R. Y. TYRWHITT, Lieut. R. N.

**THE EUREKA BOAT.**

Extract from *The Asian*, published in Calcutta, East Indies, dated March 9, 1894:

"To the Editor of *The Asian*—

"SIR—It may be of service to many of your readers who desire a practical and portable shikar boat to know where such are obtainable, suited to Indian climate and Indian requirements. I had already used Wright's canoe and Berthon boats. The former requires delicate handling to pack, is hard to repair, and the India rubber rots away in a couple of seasons. The Berthon, if less comfortable, is more practical, but its portability leaves something to be desired. Last year I accidentally saw in an editorial note in *The Field* (London) the address of the Acme Folding Boat Co., Miamisburg, Ohio, U. S. A., and got one of their 10-foot Eureka canoes. Its total cost, with spare paint and paddle, landed in England, was under nine pounds. The canoe is of canvas, painted with W. P. and rot-proof paint; the skin being kept tight stretched when put together by the gunwales, two stem pieces, six longitudinal, and five cross ribs, with a flooring divided into four sections. When put together the shape is that of a Canadian canoe, 10 feet long by 34 inches wide. It carries two people most comfortably, and three easily enough, save for bestowing your legs. One's native servants readily learn to put it together and repack it—an operation requiring six or eight minutes. It weighs in all about 35 pounds. I have used mine continually during the past three months in camp for duck shooting and fishing, the latter sometimes in rocky and broken streams, and it has given the most perfect satisfaction, and never shipped water. Its great advantage is that there is no part which cannot be repaired by a village carpenter or 'moochie.' A few spare feet of canvas, a tin of paint and India rubber solution to stick a patch, or falling the latter, sewing it on and you can in an hour have any accidental damage repaired. As yet I have had none.

"The Acme boats, on much the same principle, are of several sizes, the commonest 12 feet by 45 inches, depth of 22 inches to 14 inches amidships, weighs 46 pounds in all, and costs \$40, or about eight pounds."

M. G. GERARD, General.

Augar, Central India.  
Commanding Brigade of Central India Horse.

Angar, March 26, 1894.

DEAR SIR—I send copy of *The Asian* to show you what I think of your canoe. I like your canoe so much that I shall soon order a No. 2 Acme also. I can paddle through reeds and rushes where I have seen wooden boats stick fast

for an hour. It seems a trifle light in "tanks" (lakes) frequented by crocodiles, but I have had no demonstrations made against it by them.

Yours faithfully,  
MONTAGUE G. GERARD, General.

NOTE—In 1895 General Gerard ordered a No. 3 Acme which he afterwards sold, ordering a No. 2 Acme, which we shipped in June, 1896. We have several letters from him praising the good qualities of our boats.

**From Major General Sir Montague Gerard.**

United Service Club.

Pall Mall, London, 30 May, 1900.

DEAR SIR—Please advise cost delivered here Acme and Eureka 10 and 12-ft. There is not a single fishing boat to be got in London except Berthon and James, both too long and clumsy to go in a dog-cart or to be comfortably carried by a man.

Yours faithfully,  
M. GERARD, Major Gen.

**From Lieut. General Sir Montague Gerard.**

Rocholes, Airdrie.

Lanarkshire, Scotland, 9 May, 1901.

DEAR SIR—Please send me one of your Eureka 10-ft. canoes. I have lost your price list, but enclose \$24, and will remit any balance due upon receipt of canoe. I want same model and beam as those I have previously had from you. I want boat before last of June, when I leave for Norway. Would you send me a few prospectuses? I am sure several of my friends would like to get similar boats if they knew how practical and how moderately priced they are. I fancy for Scotch lochs your shorter canoes would be preferred. Yesterday I gave your address to Messrs. Anderson, the fishing tackle makers of Edinburgh.

Yours faithfully,  
M. GERARD, Lieut. Gen.

We have supplied all folding boats used by the Geological Surveys of the U. S., Canada, and India for many years.

**From Geological Survey of India.**

United Service Club.

Calcutta, India, 15 Aug., 1904.

DEAR SIR—I am sending you by to-day's post a money order for 4 pounds 5s.—about \$20—and request that you will send me by the most direct route an Acme Folding Boat No. 2, 12-ft. by 45 in., complete. Also sail and keel, half-gallon W. P., and one extra paddle. Upon receipt of your bill I will remit balance due you. You have supplied several boats to officers of this Department, and they have all been so satisfied with them that I have no hesitation in ordering one. I prefer the Acme, as it folds into a shorter length, more easily packed on a mule.

Yours faithfully,  
TOM D. LATOUCHE, Geol. Survey.

Calcutta, 1st May, 1905.

DEAR SIR—I have now had the Acme boat which you sent me last year in use for about six months and have much pleasure in saying that I am entirely satisfied with it. I have had some experience of other folding boats, but for excellence of design, stability, and compactness, I consider your pattern superior to all them.

Yours faithfully,  
TOM D. LATOUCHE,  
Geol. Survey of India.

**Geological Survey of India.**

Calcutta, 8 March, 1897.

DEAR SIR—I would ask you to send me shipped by direct bill of lading one of your No. 2 Acme boats complete, with extras—sail, keel, paddle, and two air tanks. I am sending you bill to cover this, and will remit any further charges due.

Yours truly,  
R. G. OLDHAM,  
Superintendent Geological Survey of India.

The Rectory, Oundle, England, July 3, 1901.

GENTLEMEN—I beg to enclose check in payment of your account. The Eureka arrived safely a week or two ago and

surprised me when I put it up by the excellence of model you have got into the canvas. It is remarkably steady for so small a boat. I am very much pleased with it in every respect.

F. H. SMITH, Geol. Survey of India.

**Geological Survey of India**

Calcutta, May 1, 1901.

GENTLEMEN—I have heard of your folding boats from Dr. Oldham, Superintendent of the Geological Survey of India, who has used an Acme boat in India and who says much in its praise. He has given me your price list. I am about to return to England for a year and am anxious to get one of your Eureka boats for fishing in England and Scotland. Please send to me at The Rectory, Oundle, Northamptonshire, England, one No. 1 A Eureka, with sail and keel, as soon as possible.

Yours faithfully,  
F. H. SMITH...

**Indian Museum, Calcutta.**

Calcutta, India, 18 July, 1899.

DEAR SIR—I have just seen one of your No. 2 Acme boats, owned by Dr. R. G. Oldham, of the Geol. Survey, and was much struck by it. Please send price list as soon as possible, as I wish to get one here in time for cold weather.

Yours faithfully,  
ROBERT T. KING, Lieut. Royal Engineers.

Gilgit, Kashmir, India, 7 May, 1900.

DEAR SIR—Having seen and much admired one of your No. 2 Acme Folding Boats in this country, I should be pleased if you will send to my address, care Punjab Banking Co., Karachi, India, one No. 2 Acme boat complete.

Yours truly,  
CAPTAIN R. H. WEST, Royal Engineers.

Allahabad Bank, Limited.

Jhansi, India, Aug. 18, 1899.

DEAR SIR—I have just seen one of your No. 2 Acme Folding Boats and am very much pleased with it, and think it is the best boat of its kind I have ever seen. Please ship me a No. 2 Acme as marked on enclosed price list so as to reach here by the middle of October for the beginning of duck shooting.

Yours faithfully,  
WM. OGILVY.

**Always "on top"**—the Eureka at an altitude of 14,000 ft.

Gilgit, Kashmir, India, Jan. 10, 1904.

I received the canoe safely and have found it entirely suited to my purpose. I am taking it up with me on a journey in Central Asia in the spring. The first time I launched the boat was on Lake Kulsar, 14,000 feet above the sea, the highest this or any other boat has been floated. I shall be glad to send you a photograph of the canoe in this lake if it will be of use to you.

Yours faithfully,  
R. KENNION, Capt.

**Geological Survey of India.**

Calcutta, India, May 15, 1903.

GENTLEMEN—Please forward most direct route one No. 2 Eureka with sail and keel. If enclosed ex. is not sufficient, will remit balance at receipt of boat. I have the price list from my colleague Mr. Smith, of this survey, who by the way, is enthusiastic on the merits of your craft.

Yours truly,  
J. MALCOLM MACLAREN, Geol. Survey.

**United States Coast and Geodetic Survey.**

Washington, D. C., March 11, 1898.

GENTLEMEN—I have received instructions to make a survey of the headwaters and passes of the Lynn Canal, Alaska, but will not receive my allotment for party expenses within a week or ten days. Still, as I am going to Alaska, and as I would like to take two of your Klondike special boats and two canoes, I wish you would get the following order ready:

J. A. FLEMER, U. S. Coast Geod. Survey.

March 24, 1898.  
GENTLEMEN—Please send boats and canoes as per enclosed invoice to J. A. Flemer, care Seattle Transfer Co., to reach Seattle by April 8th.  
Yours truly,  
J. A. FLEMER, U. S. Coast and Geod. Survey.

**United States Geological Survey,**  
Seattle, Wash., May 30, 1900.  
GENTLEMEN—Boat received and O. K. Enclosed find certified bill and duplicate vouchers, which please sign and forward in enclosed official envelope to the office in Washington.  
Very respectfully,  
E. B. BARNARD, Topographer.

Washington, D. C., March 18, 1907.  
I can say regarding the boat you furnished this department last May that it gave entirely satisfactory service. It was used on a 400-mile trip on the Yukon from Dawson, and is in perfect order for additional service.  
Yours truly,  
E. M. KINDLE, U. S. Geol. Survey.

**United States Geological Survey,**  
Washington, D. C., May 21, 1906.  
Please express at once to me, care Ranier Grand Hotel, Seattle, Wash., one of your No. 2 Eureka boats. I enclose check in payment. I shall use this boat in Alaska in Government service. Return duplicate signed vouchers to me in enclosed franked envelope.  
E. M. KINDLE, United States Geol. Survey,  
The Ranier Grand Hotel.

Seattle, Wash., May 23, 1906.  
The Acme came on time by express. Thank you very much for your prompt delivery.  
Yours truly,  
F. F. BURGIN.

NOTE—It is our understanding that Mr. Burgin was connected with the U. S. Gov. Surveying Party, although he ordered his boat unofficially and by telegram.

**Department of the Interior,**  
United States Geological Survey,  
Washington, D. C.  
Sir—I herewith enclose an account in favor of yourselves for Canvas Boats, amounting to \$126.63. Please sign the receipt and return vouchers to this office for settlement.  
Respectfully,  
JNO. D. MCCHESENEY,  
Chief Disbursing Clerk, U. S. G. S.  
NOTE—The above boats are for Alaskan surveys.

**Alaskan Boundary Survey,**  
Coast and Geodetic Survey,  
Washington, D. C., April 24, 1904.  
GENTLEMEN—About five years ago (March, 1898), I used two each of your No. 5 Acmes and Eureka canoes in Alaska and found them very serviceable and reliable crafts. Kindly mail me your latest descriptions and price list on similar boats, and advise whether you have branch offices with boats in Seattle and San Francisco, or whether I had better order directly from factory. It is not yet decided whether we will fit out in S. F. or in Seattle.  
Yours truly,  
J. A. FLEMER, Engineer to the Commis'r.

NOTE—This order calling for four each No. 4 Acmes and Eureka canoes, we shipped to Mr. Jno. A. Flemer, Engineer, care Sub. office U. S. Coast and Geod. Survey, at Seattle, Wash., on May 20, 1904. The above boats were all used in Alaskan Boundary Survey work, and were paid for under appropriations made for that purpose.

**Department of the Interior,**  
United States Geological Survey,  
Order No. 5237, Dated Jan. 25, 1910.  
ACME FOLDING BOAT Co.—Please furnish the following supplies:  
One No. 2 Acme Folding Boat, complete. By express to E. C. Barnard, charges prepaid.  
(Signed) H. C. RIZER, Chief Clerk.

**Department of the Interior,**  
United States Geological Survey,  
Washington, D. C., March 22, 1907.  
I have yours of March 19, enclosing copies of express receipt. Thank you. In regard to furnishing members of the Survey with your folding boats, will say that you can refer to me in recommending them.  
Very truly yours,  
E. M. KINDLE.

NOTE—Mr. Kindle used our Eureka for government work in Alaska in 1906, the service including a 400-mile voyage on the Yukon. The 14-ft. Acme has been largely used by the Survey in Alaska. The package of this boat is so small (4 ft. by 10 inches), that it can easily be carried by pack animals over mountain trails.

**Government Telegraph Service,**  
Department of Public Works, Dominion of Canada,  
Moose Creek, Alta., Canada, March 8, 1907.  
Express a No. 1 Eureka canoe complete to G. G. Mann, Government Telegraph Service, Moose Creek, Lloydminster, Sask.  
Yours truly,  
G. G. MANN.

**North Carolina Department of Agriculture,**  
Raleigh, N. C., April 14, 1910.  
Please send me one of your No. 2 Acme Folding Boats. I was in charge of the North Carolina exhibits at the St. Louis Exposition, with my office in the Forestry Building, across on the other side from yours, and I saw enough of them there to convince me that this type of boat would fill my wants on many of my collecting trips. Express to The State Museum, Raleigh, N. C.  
H. H. BRIMLEY, Curator State Museum.

**Agricultural Experiment Station,**  
FAYETTEVILLE, ARK., May 31, 1909.  
We have tried out the No. 1 Eureka on the river, which was swollen with heavy rains and hardly safe for boating; but the Eureka behaved splendidly.  
W. LENTON, Veterinarian.

**Royal Naval College of Canada,**  
Halifax, N. S., May 30, 1911.  
Express one No. 4 Acme Folding Boat, which I have been advised to purchase to act as tender to the College Sloop. Post bill in triplicate and I will send cheque. The Canadian Naval Regulations do not allow me to pay for goods before receipt.  
F. KERTZ,  
Staff Paymaster R. N. on H. M. Service.

**Department of the Interior,**  
United States Geological Survey,  
Order No. 5521, Dated March 14, 1910.  
ACME FOLDING BOAT Co.—Please furnish the following supplies:  
One Acme Folding Boat No. 2.  
Confirming telegram.  
(Signed) H. C. RIZER, Chief Clerk.

**Alaskan Boundary Survey,**  
United States Coast and Geodetic Survey,  
April 18, 1909.  
Ship by express to O. M. Leland, Alaskan Boundary Survey, Ketchikan, Alaska, THREE No. 4 Acme boats, length 14 feet, complete.  
O. M. LELAND, Chief of Party.

**Alaskan Boundary Survey,**  
United States Coast and Geodetic Survey,  
May 26, 1909.  
Enclosed find check for \$90 for two No. 4 Acme boats.  
Respectfully,  
O. M. LELAND, Chief of Party.

**Department of the Interior,**  
United States Geological Survey,  
Washington, D. C., March 22, 1907.  
I have yours of March 19, enclosing copies of express receipt. Thank you. In regard to furnishing members of the Survey with your folding boats, will say that you can refer to me in recommending them.  
Very truly yours,  
E. M. KINDLE.

NOTE—Mr. Kindle used our Eureka for government work in Alaska in 1906, the service including a 400-mile voyage on the Yukon. The 14-ft. Acme has been largely used by the Survey in Alaska. The package of this boat is so small (4 ft. by 10 inches), that it can easily be carried by pack animals over mountain trails.

**Government Telegraph Service,**  
Department of Public Works, Dominion of Canada,  
Moose Creek, Alta., Canada, March 8, 1907.  
Express a No. 1 Eureka canoe complete to G. G. Mann, Government Telegraph Service, Moose Creek, Lloydminster, Sask.  
Yours truly,  
G. G. MANN.

**North Carolina Department of Agriculture,**  
Raleigh, N. C., April 14, 1910.  
Please send me one of your No. 2 Acme Folding Boats. I was in charge of the North Carolina exhibits at the St. Louis Exposition, with my office in the Forestry Building, across on the other side from yours, and I saw enough of them there to convince me that this type of boat would fill my wants on many of my collecting trips. Express to The State Museum, Raleigh, N. C.  
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Halifax, N. S., May 30, 1911.  
Express one No. 4 Acme Folding Boat, which I have been advised to purchase to act as tender to the College Sloop. Post bill in triplicate and I will send cheque. The Canadian Naval Regulations do not allow me to pay for goods before receipt.  
F. KERTZ,  
Staff Paymaster R. N. on H. M. Service.

**Canada Geological Survey,**  
Ottawa, Can., Aug. 6, 1913.  
I ordered from you a Canadian Model Canoe. Since the order has not been filled I will change it to No. 2 Eureka. Send to me at Victoria Museum.  
Very truly yours,  
E. M. KINDLE,  
On His Majesty's Service.

**Canada Geological Survey,**  
Ottawa, Can., July 18, 1913.  
Please send by express addressed: "Director Geological Survey, Ottawa, Ont." one 14-foot Acme boat complete. I leave Ottawa for the Yukon July 28. Mail bill to Geological Survey, Ottawa.  
L. D. BURLING,  
On His Majesty's Service.

**U. S. Department of Agriculture—Forest Service,**  
Ketchikan, Alaska, July 2, 1914.  
Please ship to me by freight addressed to "Forest Supervisor, Tongass-Chugach National Forests, Ketchikan, Alaska," using enclosed Government Bills of lading, one No. 2 Acme Folding Boat.  
W. G. WEIGLE, Forest Supervisor.

**Department of State, Alaska Boundary Survey,**  
Washington, D. C., February 24th, 1912.  
I have used your Acme Folding Boats for many years and have always found them reliable. This season I will need the following: Two No. 4 Acme Folding Boats. Ship by freight to Cordova, Alaska. Enclose check on Sub Treasury at San Francisco, No. 548 for \$70.00.  
DAVID W. EATON, Surveyor, Alaskan Boundary.  
U. S. Coast and Geodetic Survey, Washington, D. C.

NOTE—For many years we have furnished all the folding boats used by the U. S. Government. In claiming to have received Government orders and World's Fair Awards, we have always shown printed copies of the SIGNATURES and DOCUMENTS appertaining to the same. Such claims unsupported by such testimony are worthless. The purchaser should ask for this information before dealing with a concern making unsupported claims. In the matter of awards, a copy of the document bearing signature of proper Officials should be given. The word "Bronze," "Silver" or "Gold," shown by this document establishes the grade of the award. The medal itself is but a symbol and of no intrinsic value, being gilded to represent gold. The document is the thing of value and the thing referred to in mentioning a medal.

424 Lyncaste Ave, Detroit Mich., June 9, 1914.  
For enclosed check send me one No. 1 Eureka. This is the third of your boats I have had, having used the Canadian Model Canoe and the No. 2 Acme. I have nothing but praise for them.  
NED WYEMOUTH,  
Lufkin, Texas, May 31, 1914.  
Having made a shooting trip through the overflowed lakes and bottoms of Angelina River in a No. 2 Acme, I found it capable of the hardest service. Dragged over concealed logs and stumps and shallow places the boat came through in prime condition. My partner, I, and the boat all were conveyed to and from the river, distance ten miles, in an ordinary buggy. For lightness together with absolute rauhide toughness I can cheerfully recommend the Acme.  
GEO. MEGGINSON,  
Evans, Curio Store,  
Livingston, Montana, June 19, 1913.  
Five years ago I bought a No. 2 Acme and it gave great satisfaction. After using it three years I sold it to a party who wanted it. When experimented with a wire ribbed boat but finding a chance to dispose of it, gladly did so as it was very unsatisfactory. Please send me by return express one No. 2 Eureka complete.  
Respectfully,  
J. P. EVANS.

**Law Offices, J. W. E. Moore & Son,**  
Brownsville, Tenn., Nov. 17, 1913.  
Enclosed check for gal. waterproofing. I have used your boat many times on lakes and running streams and it has proven entirely satisfactory in every respect. I am now preparing to take a forty mile trip duck shooting on a river and desire to give boat a new coat of waterproofing.  
J. W. E. MOORE.

190 Conn., Highland Park Mich., Dec. 16, 1913.  
I can't speak too highly of your boats. I have used one for the past 12 years and it is in good shape today. Have enjoyed many a fine day's sport in it and it stands the long hard trips exceptionally well.  
WM. H. GAGE.

57 Chamber of Commerce,  
St. Louis, Mo., Jan. 26, 1914.  
I have owned at different times 3 of your canvas boats, the Acme in each instance. For past two years I used these boats on the St. Louis River, which is in places very swift, shallow and bottom a solid mass of rough stone. Your company in my opinion makes the only canvas boat that is durable and practical—it is a dandy.  
ASHER HOWARD (Grain).

1010 Schwabter Bldg., Wichita, Kas., May 5, 1914.  
Send me enough waterproofing to cover my 16-ft. Acme after 4 years hard use. We use this boat making the 375 mile float down the James and White Rivers in the Ozarks each summer over rocks and rapids. In a few minutes with a piece of canvas and a bacon rind we have made a mend that puts it in good condition.  
E. D. KILBOURN, M. D.

Whitestown Sportsmen's Ass'n,  
Whitesboro, N. Y., Apr. 9, 1914.  
I have owned one of your Eureka boats over 20 years and it was second-hand when I got it, but it has lasted until now. I am in the market for an Acme this time and desire your catalogue.  
CHAS. T. SPERRY (Sec'y).

Summerville, S. C., Feb. 1, 1914.  
Last spring I used your canoe in Yellowstone Park traveling in it several hundred miles, part of the trip on rough, dangerous waters where boats had never been used. The canoe stood every test of rough water on lake and river, hidden snags and rocks, shallow bars, portage through heavy timber. The canoe was a good one and it was amazing to see the hard knocks it withstood.  
Yours truly,  
M. P. SKINNER (Photographer).

Pasadena, Calif., Jan. 13, 1914.  
We are preparing for a long, hard cruise in the North with the 14-ft. Acme. This has been used on lake and river two years and has given perfect satisfaction, and been a source of happiness to myself and other people. We could at all times go out on the lake in perfect safety when no wooden boat or canoe dared to risk the waves which the Acme rode like a duck.  
R. F. D. No. 1, Box 14-B.  
M. W. MINER.

The U. S. Vending Machine Co.,  
812 Huron Road,  
Cleveland, Ohio, June 16, 1914.  
My Eureka purchased in 1907 is still giving good service. My friends were very skeptical, their idea being the canvas would not stand rough usage over snags, rocks, etc. This boat has seen much hard usage, in contact with snags, logs, rocks, etc., and in no instance has the canvas been punctured. As for carrying capacity I consider your boat as good as the wooden boat. I have carried over 800 pounds of camp equipment in this boat and on one occasion made a trip with five passengers. I consider the boat without an equal. Miles of hard rowing can be saved by short cuts overland as the boat is easily carried upside down or easily collapsed.  
Yours truly,  
WM. GENT (Sec. and Treas.)

Camp Mimi Pinson,  
Kensington Pt., Desbarats, Ont., Can., Aug. 19, 1913.  
My wife and I have used your No. 4 Acme in Gr. Traverse Bay two years ago and are using it here where it has been a great success. We have used it in rough seas, where it behaved splendidly.  
HENRI DAVID.

215 Mercer St., Butler, Pa., June 28, 1913.  
I am well pleased with your 14 ft. boat which I have had two years. This year I take it with me to Muskoka Lake, Ont.  
REINERT HANSEN.

Des Moines, Iowa, Feb. 27, 1914.  
I have owned three of your Acme boats—12 and 14 ft. and a Eureka—and found them all right. I consider them the best boats on the market. This is substance of letter I wrote to an inquirer to-day.  
CHAS. BRYAN.

University of Chicago—Dept. Romance Languages,  
July 5, 1914.  
Enclosed is \$2 for waterproofing. I am to use the dear little boat for the third year, and I want to tell you once more how much satisfied Mrs. David and I have been with it.  
HENRI DAVID.

The Low Moor Iron Co. of Virginia,  
Low Moor, Va., July 9, 1914.  
Mr. Frank Lyman, our treasurer, wishes a boat he can carry about in his automobile when going for a day's outing, and as I am using my No. 4 Acme for the third season I took pleasure in recommending your boat, which Mr. Lyman wishes me to order for him. I enclose check herewith for No. 4 Acme, which I send to A. Perry, Wash Co. Maine.  
E. C. MEANS,  
President and Gen'l. Mgr.

**Department of the Interior,**  
United States Geological Survey,  
Washington, D. C., April 28, 1900.  
GENTLEMEN—Please furnish this Survey, at your earliest convenience, with one No. 2 Acme Folding Boat. Ship by express to Mr. E. C. Barnard, U. S. Geological Survey, Seattle, to reach there not later than 20th prox. (This boat is for one of our Alaska parties). By order of the Director.  
Respectfully,  
H. C. RIZER, Chief Clerk.

**United States National Museum,**  
Smithsonian Inst., Wash., D. C., March 24, 1900.  
SIRS—Enclosed you will find my draft on the Treasurer of the U. S. at Washington for \$26, being amount of your account rendered for boat furnished this Institution.  
Yours respectfully,  
WM. W. KARR, Disbursing Clerk.

**U. S. Department of Agriculture, Biological Survey,**  
Washington, D. C., May 13, 1900.  
GENTLEMEN—I am just in receipt of your telegram saying you have boats in storage in Seattle. I shall leave here for Seattle on the 17th, and shall expect to secure one of your boats after reaching there. If there is any reason which will prevent my getting boat there, please wire.  
Respectfully,  
WILFRED H. OSGOOD, Asst. Biologist.

NOTE—May 25th. The Seattle Transfer Co. wrote us that Mr. Osgood had called and taken a No. 5 Acme. This boat was for official use by U. S. and paid for at Washington.

**Department of State,**  
International (Water) Boundary Commission,  
United States and Mexico,  
El Paso, Texas, June 9, 1900.  
GENTLEMEN—Ship by freight to S. D. Church, Marfa, Texas, one No. 2 A Eureka boat complete. Sign and date enclosed receipt and return to me here.  
Yours truly,  
W. W. FOLLETT, Consulting Engineer.

U. S. Assay Office of Helena,  
Assayer in Charge, Nov. 23, 1906.  
I have one of your folding boats which has been in use a long time and has proved very satisfactory.  
Yours truly,  
REYNOLDS PROSSER,  
Attending Surgeon U. S. Army,  
Washington, D. C., April 3, 1904.

GENTLEMEN—Kindly send me one of your latest pamphlets. I have found the boat I got of you very satisfactory.  
Yours truly,  
E. C. CARTER, Major U. S. Army.

**Department of the Interior,**  
Commission to the Five Civilized Tribes,  
Muskogee, Ind. Ter., July 2, 1904.  
GENTLEMEN—Enclosed is price of Canadian Model Canoe. I have used two of your boats, bought in 1893, and have one here now. The one I order I wish shipped to Minet, Muskoka District, Ont., Canada, by express. I shall be here until August, but some of my family are at Minet to receive the boat, etc. Give this order your customary careful attention. It should prove a success on the Muskoka lakes.  
Yours truly,  
C. R. BRECKINRIDGE, Commissioner.

**U. S. Department of Agriculture,**  
Weather Bureau, Office of the Observer,  
Station, Cape Henry, Va., Jan. 26, 1902.  
GENTLEMEN—I enclose kodak picture of my 16-ft. boat in the surf at Cape Henry. You can see the boat could scarcely behave better. Mr. Midgett, one of the lightkeepers here, was working the oars while I did the "rest," and enjoyed it. It is needless to say I am perfectly satisfied with my purchase. I have taken several sea voyages to steamer in the offing and the boat behaved beautifully on the surf and outside. The surf was not rough enough on the occasion of the picture; she will live through a much heavier sea. The air tubes are very attractive and add great buoyancy. Two of us were able to sit on the gunwale of the boat in a decided swell without danger of capsizing her. She draws so little water that we found it possible to board her in the surf with dry shoes, something unheard of before. The boat is greatly admired by the old sailors and captain and crew of the Life Saving Station here.  
Yours truly,  
C. P. CRONK, Weather Bureau Observer.

**A FEW ALASKA TESTIMONIALS.**  
Santa Monica, Cal., October 29, 1897.  
GENTLEMEN—To hunters and explorers I take pleasure in recommending your Acme boat, which I have used on a voyage of over 1,200 miles on the upper waters of the Yukon. The boat I used was secured two years ago from your agents at San Francisco. It was a No. 4, or 14-ft. Acme. I must say that in sea-going qualities, strength, and carrying capacity it surpassed my most sanguine expectations. Even the Indian who accompanied me, who had, at first, but little faith in my "Calico boat" as they called it, admired its many qualities.

The boat, in the first place, was portaged from the head waters of the Taku River, a distance of about 100 miles, through swamps and over three mountain ranges, to the head of Lake Teslin, which has a length of about 100 miles. During stormy weather, when the waves were half the height of our mast and the wind blowing a gale, the behavior of our little craft was wonderful; it rode the waves like a duck. Of course, we scudded before the wind, as we had no keel; but even so, we scudded over combers that a wooden craft of twice her size would have faltered at.

Reaching the outlet of the lake, we drifted down the Kootaliqua River, loaded down with bear and moose meat; I dare say, often 1,000 pounds dead weight.

The crucial test was when we unwillingly shot the Five Finger Rapids, loaded with 800 pounds. The boat, scratched by the rocks, lived through the consequent boiling water, high waves, and whirlpools in a way that surprised me and raised my opinion of the boat tenfold.

Subsequently, I traveled as far down the Yukon as the

**Canada Geological Survey,**  
Ottawa, Can., Aug. 6, 1913.  
I ordered from you a Canadian Model Canoe. Since the order has not been filled I will change it to No. 2 Eureka. Send to me at Victoria Museum.  
Very truly yours,  
E. M. KINDLE,  
On His Majesty's Service.

**Canada Geological Survey,**  
Ottawa, Can., July 18, 1913.  
Please send by express addressed: "Director Geological Survey, Ottawa, Ont." one 14-foot Acme boat complete. I leave Ottawa for the Yukon July 28. Mail bill to Geological Survey, Ottawa.  
L. D. BURLING,  
On His Majesty's Service.

**U. S. Department of Agriculture—Forest Service,**  
Ketchikan, Alaska, July 2, 1914.  
Please ship to me by freight addressed to "Forest Supervisor, Tongass-Chugach National Forests, Ketchikan, Alaska," using enclosed Government Bills of lading, one No. 2 Acme Folding Boat.  
W. G. WEIGLE, Forest Supervisor.

**Department of State, Alaska Boundary Survey,**  
Washington, D. C., February 24th, 1912.  
I have used your Acme Folding Boats for many years and have always found them reliable. This season I will need the following: Two No. 4 Acme Folding Boats. Ship by freight to Cordova, Alaska. Enclose check on Sub Treasury at San Francisco, No. 548 for \$70.00.  
DAVID W. EATON, Surveyor, Alaskan Boundary.  
U. S. Coast and Geodetic Survey, Washington, D. C.

NOTE—For many years we have furnished all the folding boats used by the U. S. Government. In claiming to have received Government orders and World's Fair Awards, we have always shown printed copies of the SIGNATURES and DOCUMENTS appertaining to the same. Such claims unsupported by such testimony are worthless. The purchaser should ask for this information before dealing with a concern making unsupported claims. In the matter of awards, a copy of the document bearing signature of proper Officials should be given. The word "Bronze," "Silver" or "Gold," shown by this document establishes the grade of the award. The medal itself is but a symbol and of no intrinsic value, being gilded to represent gold. The document is the thing of value and the thing referred to in mentioning a medal.

424 Lyncaste Ave, Detroit Mich., June 9, 1914.  
For enclosed check send me one No. 1 Eureka. This is the third of your boats I have had, having used the Canadian Model Canoe and the No. 2 Acme. I have nothing but praise for them.  
NED WYEMOUTH,  
Lufkin, Texas, May 31, 1914.  
Having made a shooting trip through the overflowed lakes and bottoms of Angelina River in a No. 2 Acme, I found it capable of the hardest service. Dragged over concealed logs and stumps and shallow places the boat came through in prime condition. My partner, I, and the boat all were conveyed to and from the river, distance ten miles, in an ordinary buggy. For lightness together with absolute rauhide toughness I can cheerfully recommend the Acme.  
GEO. MEGGINSON,  
Evans, Curio Store,  
Livingston, Montana, June 19, 1913.  
Five years ago I bought a No. 2 Acme and it gave great satisfaction. After using it three years I sold it to a party who wanted it. When experimented with a wire ribbed boat but finding a chance to dispose of it, gladly did so as it was very unsatisfactory. Please send me by return express one No. 2 Eureka complete.  
Respectfully,  
J. P. EVANS.

**Law Offices, J. W. E. Moore & Son,**  
Brownsville, Tenn., Nov. 17, 1913.  
Enclosed check for gal. waterproofing. I have used your boat many times on lakes and running streams and it has proven entirely satisfactory in every respect. I am now preparing to take a forty mile trip duck shooting on a river and desire to give boat a new coat of waterproofing.  
J. W. E. MOORE.

190 Conn., Highland Park Mich., Dec. 16, 1913.  
I can't speak too highly of your boats. I have used one for the past 12 years and it is in good shape today. Have enjoyed many a fine day's sport in it and it stands the long hard trips exceptionally well.  
WM. H. GAGE.

57 Chamber of Commerce,  
St. Louis, Mo., Jan. 26, 1914.  
I have owned at different times 3 of your canvas boats, the Acme in each instance. For past two years I used these boats on the St. Louis River, which is in places very swift, shallow and bottom a solid mass of rough stone. Your company in my opinion makes the only canvas boat that is durable and practical—it is a dandy.  
ASHER HOWARD (Grain).

1010 Schwabter Bldg., Wichita, Kas., May 5, 1914.  
Send me enough waterproofing to cover my 16-ft. Acme after 4 years hard use. We use this boat making the 375 mile float down the James and White Rivers in the Ozarks each summer over rocks and rapids. In a few minutes with a piece of canvas and a bacon rind we have made a mend that puts it in good condition.  
E. D. KILBOURN, M. D.

Whitestown Sportsmen's Ass'n,  
Whitesboro, N. Y., Apr. 9, 1914.  
I have owned one of your Eureka boats over 20 years and it was second-hand when I got it, but it has lasted until now. I am in the market for an Acme this time and desire your catalogue.  
CHAS. T. SPERRY (Sec'y).

Summerville, S. C., Feb. 1, 1914.  
Last spring I used your canoe in Yellowstone Park traveling in it several hundred miles, part of the trip on rough, dangerous waters where boats had never been used. The canoe stood every test of rough water on lake and river, hidden snags and rocks, shallow bars, portage through heavy timber. The canoe was a good one and it was amazing to see the hard knocks it withstood.  
Yours truly,  
M. P. SKINNER (Photographer).

Pasadena, Calif., Jan. 13, 1914.  
We are preparing for a long, hard cruise in the North with the 14-ft. Acme. This has been used on lake and river two years and has given perfect satisfaction, and been a source of happiness to myself and other people. We could at all times go out on the lake in perfect safety when no wooden boat or canoe dared to risk the waves which the Acme rode like a duck.  
R. F. D. No. 1, Box 14-B.  
M. W. MINER.

The U. S. Vending Machine Co.,  
812 Huron Road,  
Cleveland, Ohio, June 16, 1914.  
My Eureka purchased in 1907 is still giving good service. My friends were very skeptical, their idea being the canvas would not stand rough usage over snags, rocks, etc. This boat has seen much hard usage, in contact with snags, logs, rocks, etc., and in no instance has the canvas been punctured. As for carrying capacity I consider your boat as good as the wooden boat. I have carried over 800 pounds of camp equipment in this boat and on one occasion made a trip with five passengers. I consider the boat without an equal. Miles of hard rowing can be saved by short cuts overland as the boat is easily carried upside down or easily collapsed.  
Yours truly,  
WM. GENT (Sec. and Treas.)

Camp Mimi Pinson,  
Kensington Pt., Desbarats, Ont., Can., Aug. 19, 1913.  
My wife and I have used your No. 4 Acme in Gr. Traverse Bay two years ago and are using it here where it has been a great success. We have used it in rough seas, where it behaved splendidly.  
HENRI DAVID.

215 Mercer St., Butler, Pa., June 28, 1913.  
I am well pleased with your 14 ft. boat which I have had two years. This year I take it with me to Muskoka Lake, Ont.  
REINERT HANSEN.

Des Moines, Iowa, Feb. 27, 1914.  
I have owned three of your Acme boats—12 and 14 ft. and a Eureka—and found them all right. I consider them the best boats on the market. This is substance of letter I wrote to an inquirer to-day.  
CHAS. BRYAN.

University of Chicago—Dept. Romance Languages,  
July 5, 1914.  
Enclosed is \$2 for waterproofing. I am to use the dear little boat for the third year, and I want to tell you once more how much satisfied Mrs. David and I have been with it.  
HENRI DAVID.

The Low Moor Iron Co. of Virginia,  
Low Moor, Va., July 9, 1914.  
Mr. Frank Lyman, our treasurer, wishes a boat he can carry about in his automobile when going for a day's outing, and as I am using my No. 4 Acme for the third season I took pleasure in recommending your boat, which Mr. Lyman wishes me to order for him. I enclose check herewith for No. 4 Acme, which I send to A. Perry, Wash Co. Maine.  
E. C. MEANS,  
President and Gen'l. Mgr.

**Department of the Interior,**  
United States Geological Survey,  
Washington, D. C., April 28, 1900.  
GENTLEMEN—Please furnish this Survey, at your earliest convenience, with one No. 2 Acme Folding Boat. Ship by express to Mr. E. C. Barnard, U. S. Geological Survey, Seattle, to reach there not later than 20th prox. (This boat is for one of our Alaska parties). By order of the Director.  
Respectfully,  
H. C. RIZER, Chief Clerk.

**United States National Museum,**  
Smithsonian Inst., Wash., D. C., March 24, 1900.  
SIRS—Enclosed you will find my draft on the Treasurer of the U. S. at Washington for \$26, being amount of your account rendered for boat furnished this Institution.  
Yours respectfully,  
WM. W. KARR, Disbursing Clerk.

**U. S. Department of Agriculture, Biological Survey,**  
Washington, D. C., May 13, 1900.  
GENTLEMEN—I am just in receipt of your telegram saying you have boats in storage in Seattle. I shall leave here for Seattle on the 17th, and shall expect to secure one of your boats after reaching there. If there is any reason which will prevent my getting boat there, please wire.  
Respectfully,  
WILFRED H. OSGOOD, Asst. Biologist.

NOTE—May 25th. The Seattle Transfer Co. wrote us that Mr. Osgood had called and taken a No. 5 Acme. This boat was for official use by U. S. and paid for at Washington.

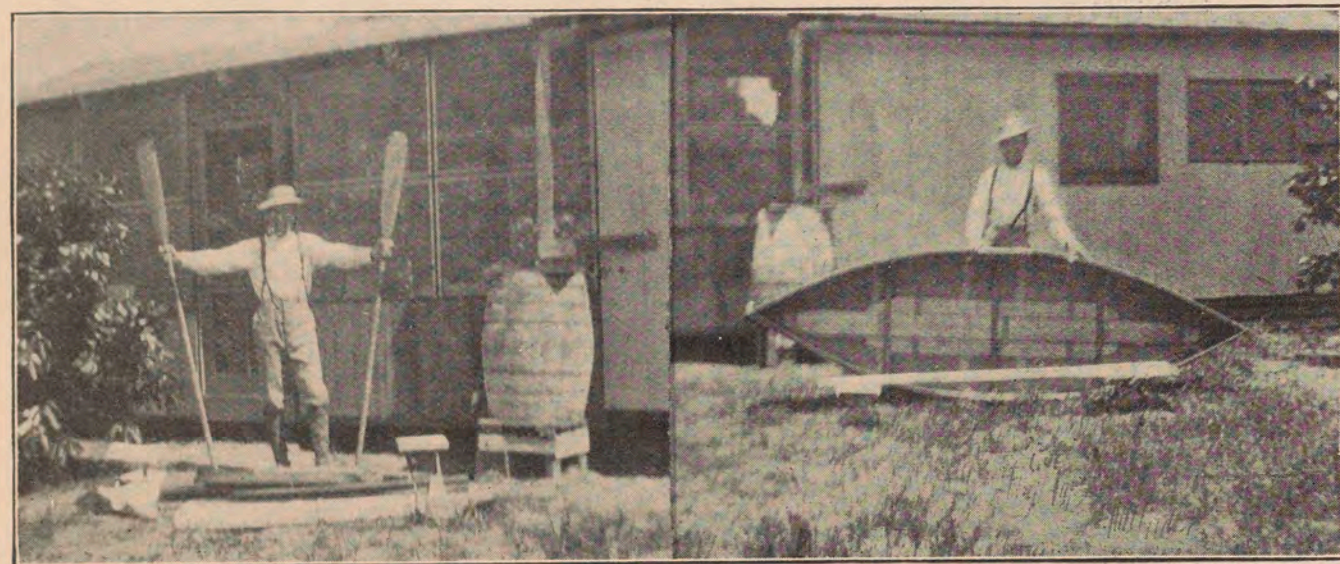
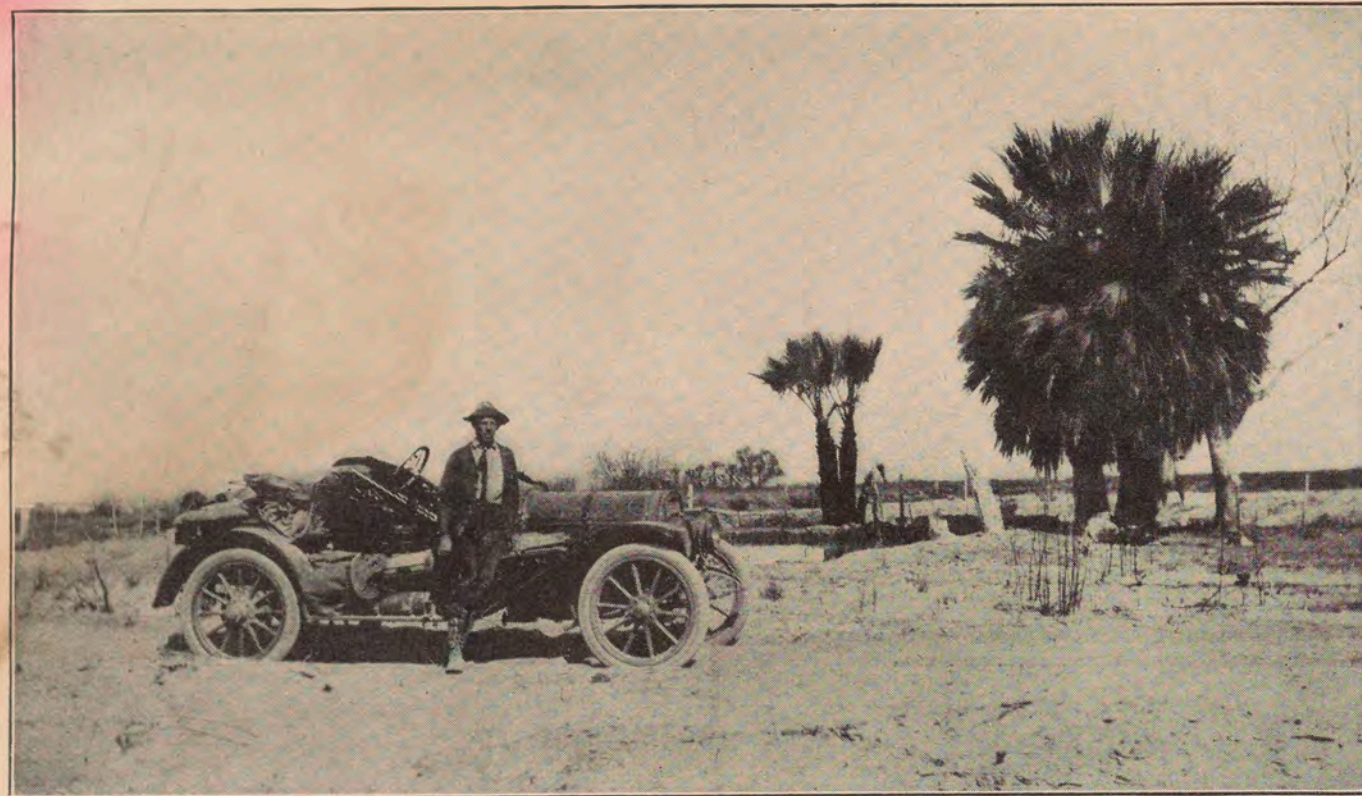
**Department of State,**  
International (Water) Boundary Commission,  
United States and Mexico,  
El Paso, Texas, June 9, 1900.  
GENTLEMEN—Ship by freight to S. D. Church, Marfa, Texas, one No. 2 A Eureka boat complete. Sign and date enclosed receipt and return to me here.  
Yours truly,  
W. W. FOLLETT, Consulting Engineer.

U. S. Assay Office of Helena,  
Assayer in Charge, Nov. 23, 1906.  
I have one of your folding boats which has been in use a long time and has proved very satisfactory.  
Yours truly,  
REYNOLDS PROSSER,  
Attending Surgeon U. S. Army,  
Washington, D. C., April 3, 1904.

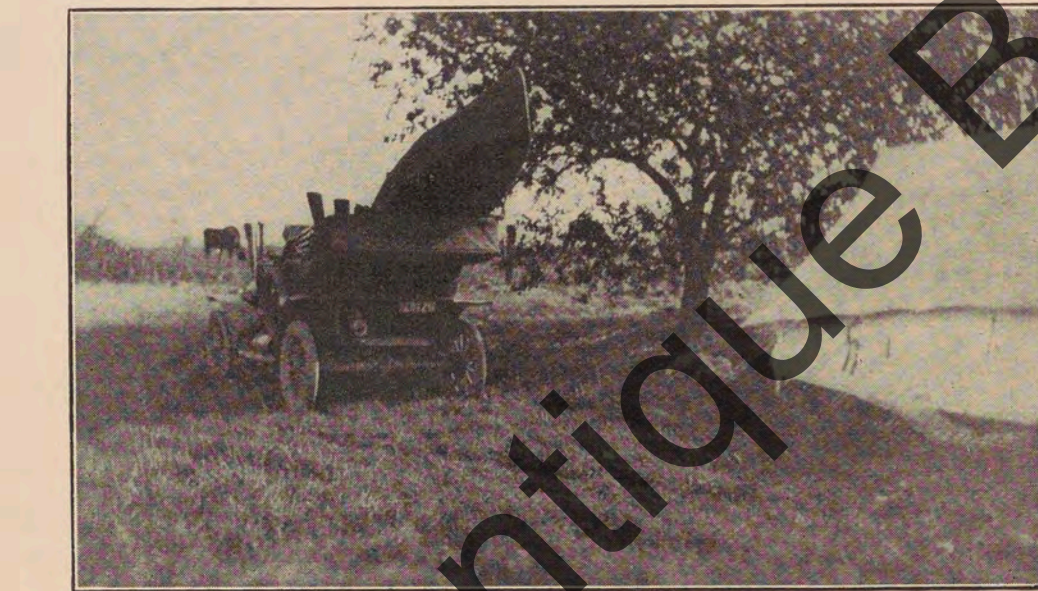
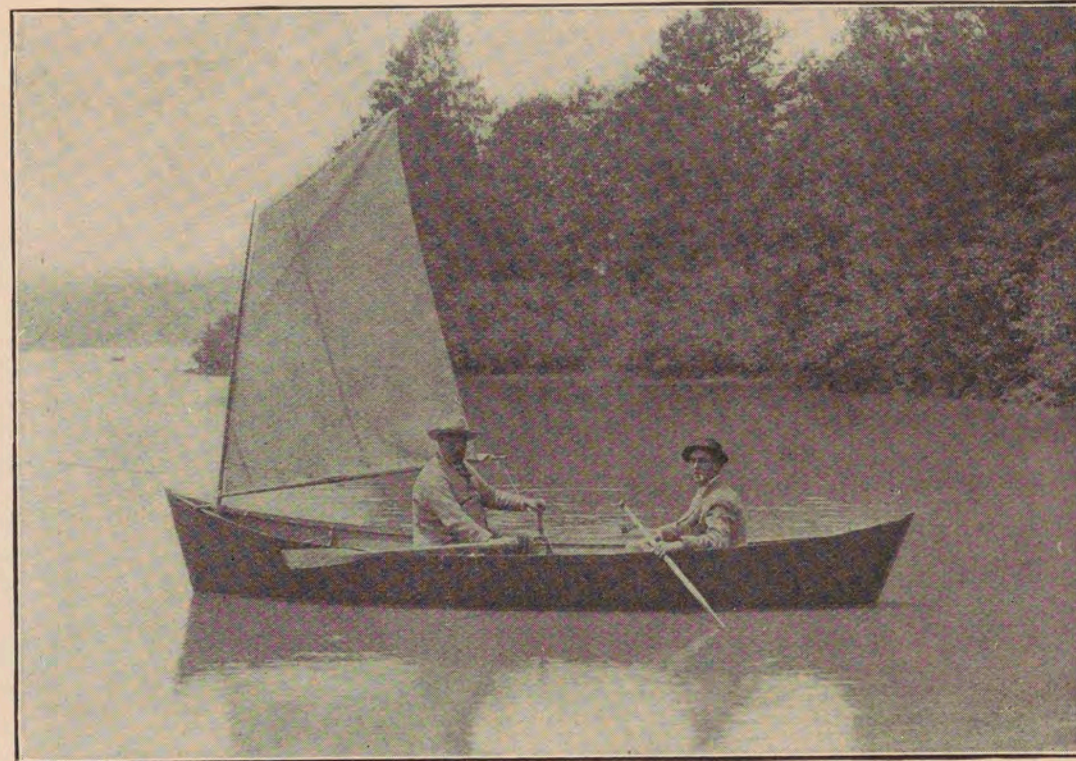
GENTLEMEN—Kindly send me one of your latest pamphlets. I have found the boat I got of you very satisfactory.  
Yours truly,  
E. C. CARTER, Major U. S. Army.

**Department of the Interior,**  
Commission to the Five Civilized Tribes,  
Muskogee, Ind. Ter., July 2, 1904.  
GENTLEMEN—Enclosed is price of Canadian Model Canoe. I have used two of your boats, bought in 1893, and have one here now. The one I order I wish shipped to Minet, Muskoka District, Ont., Canada, by express. I shall be here until August, but some of my family are at Minet to receive the boat, etc. Give this order your customary careful attention. It should prove a success on the Muskoka lakes.  
Yours truly,  
C. R. BRECKINRIDGE, Commissioner.

**U. S. Department of Agriculture,**  
Weather Bureau, Office of the Observer,  
Station, Cape Henry, Va., Jan. 26, 1902.  
GENTLEMEN—I enclose kodak picture of my 16-ft. boat in the surf at Cape Henry. You can see the boat could scarcely behave better. Mr. Midgett, one of the lightkeepers here, was working the oars while I did the "rest," and enjoyed it. It is needless to say I am perfectly satisfied with my purchase. I have taken several sea voyages to steamer in the offing and the boat behaved beautifully on the surf and outside. The surf was not rough enough on the occasion of the picture; she will live through a much heavier sea. The air tubes are very attractive and add great buoyancy. Two of us were able to sit on the gunwale of the boat in a decided swell without danger of capsizing her. She draws so little water that we found it possible to board her in the surf with dry shoes, something unheard of before. The boat is greatly admired by the old sailors and captain and crew of the Life Saving Station here.  
Yours truly,  
C. P. CRONK, Weather



Upper left—Mr. S. A. Appold and Eureka on Auto in the desert. See testimonial, page 31.  
Lower left—Mr. Scott Leslie and No. 1 Eureka taken down and set up at Lake Thonotosassa, Florida.



Upper right—Col. Coolidge (Box 921), Atlanta, Ga., and Capt. Metts in Acme.  
Lower right—Dr. C. W. Beemer and No. 1 Eureka in Auto. Testimonial other side.

Arctic Circle, and, although I encountered many snags and whirlpools, the boat came out *practically as good as new*. The country passed through at the beginning of the voyage was then an entirely unknown country.  
Yours truly,  
CHRIS MENNE.

On board Steamer Al-Ka, October 11, 1897.  
Henne Building, Los Angeles, Cal.  
GENTLEMEN—I am returning from Lake Bennett to Kansas City and other points. I shall outfit shortly for a trip to the Yukon and shall want one of your boats, 16 feet long; to carry 1,000 pounds or two, or even three persons; not to weigh over 100 pounds, and to hold suitable for packing on a horse—in a word, to have the capacity and strength to carry 1,500 pounds down the Yukon. Send catalogue. I saw a good number of your boats which had been taken into Bennett, over either the Skagda or Chilcoot passes, and have found their owners well satisfied with them.  
Yours respectfully,  
N. Y. Life Building, Kansas City, Mo. WILL CAVE.

From *Forest and Stream*, May 7, 1898.  
Yukon notes by J. B. Burnham, Business Manager *F. and S.*  
I must say a word in praise of the folding canvas boats we took along as part of our outfit. Our boats were No. 3 Eureka model, made by The Acme Co. They were only 12 feet long, but they were 23 inches high, bow and stern, and 33 inches deep amidships, with 44-in. beam. Eureka boats are built on a canoe model, are excellent sea boats, and row very easily. We shot Miles Canyon and White Horse Rapids with these boats and carried about 450 pounds of freight. This was necessary to steady the boat and keep it from tossing the rower out. With it they could be handled to perfection. Our boats were the smallest that ever successfully shot these rapids, and the only ones, I believe, that went through with a single occupant. The boats are very readily put together and taken apart, and two, when folded, may be packed on a horse's back at one time.  
J. B. BURNHAM.

NOTE—This voyage occurred in August, 1897. The *Forest and Stream* party bought and used four of our Eureka boats. It is significant that at this time, and for years previous, *Forest and Stream* carried generous advertisements of other folding boats, notably the steel wire frame boat. But this fact had no weight with them when they ordered boats for their own use.

Room 16, Cobb Bldg.,  
Elkins, W. Va., March 12, 1907.  
Boat arrived to-day in good order. Have set her up and find her all right. I may say that I have had a great deal of experience with your boats, having seen and been in several of them whilst I was in the Klondike from 1897 to 1903. They have always given the greatest satisfaction to the users thereof, so it did not take me long to make up my mind as to the kind of boat I wanted.  
Yours sincerely,  
CHAS. J. HOLMES.

439 E. 66th St., Chicago, Ill., April 16, 1907.  
I bought two of your boats in Seattle in 1908, and used them during my five years' sojourn in Alaska, going hundreds of miles and through some "nasty" places without any trouble. They are certainly everything one could expect to find in a safe, serviceable boat.  
Very truly,  
DR. L. O. WILCOXON.

*Shooting and Fishing.*  
New York, Aug. 22, 1899.  
GENTLEMEN—Up to August, 1897, and for some years previous, I was manager of The American Smokeless Powder Co. On August 6, 1897, I left New York for Klondike gold fields. You will find, on referring to your books, that I purchased two of your No. 3 Eureka boats and had them sent to Seattle. I returned from the country of gold and glaciers in April and am now connected with *Shooting and Fishing*. I am writing up my experiences in that land of snow and ice, and as your Eureka boats played no unimportant part

in my travels, I intend to call my brother sportsmen's attention to their fitness for such trips.  
Yours truly,  
M. HERRINGTON.

Court House, Minneapolis, Minn., Sept. 30, 1902.  
GENTLEMEN—Please ship at once both boats described in yours of 27th inst., C. O. D. I took four of your large boats to Alaska five years ago and used both sizes, No. 4 and No. 5, two seasons on the coast and in the interior streams. Your boats filled the bill for traveling in Alaska as nothing else could possibly do. I will try to give you a more extended account later of my experiences with them.  
Yours truly,  
ALBERT PHELPS.

230 Hewes St., Brooklyn, N. Y.  
GENTLEMEN—I took one of your No. 5 Acme or Klondike Special boats with me to Alaska in 1898 and found it very satisfactory. I intend taking another trip into that region this summer and therefore write to inquire if the same style of boat is on sale at Seattle and by whom. I bought the other direct from you, but for convenience would like to get this one at Seattle. Respectfully,  
L. C. STOLL,  
Cranberry Ranch, West Fork Kettle River.

Cranberry Creek, B. C., Canada, May 26, 1904.  
GENTLEMEN—Some years ago I bought in Vancouver one of your canvas boats, large size, capable of carrying five people comfortably. I took it up to the Klondike during the great rush in 1897. I then took this boat back to Great Britain and used it, up in Scotland, and I have since brought it back to B. C., where it is still going strong, save for some rusting of the galvanizing (I think you should use only copper or brass). I wish now to know the price of the smaller boat, suitable for two or three persons. Also, could you deliver this to me in Boston about the beginning of July, when I am on my way to England? Or perhaps you have an agent at Boston or in London. I shall be glad to hear from you. Believe me,  
Yours truly,  
P. B. S. STANHOPE.

NOTE—We expressed a No. 2 boat to New York, where Mr. Stanhope received it and took it to England.

Seattle, Wash., April 23, 1902.  
GENTLEMEN—I will take a 16-ft. Acme with me to Cape Nome this summer. Perhaps you remember I came to Miamisburg in 1898, (March), on my way to Alaska and bought two 16 ft. boats from you, taking delivery from your stock at Seattle. I packed both of those boats across the pass; used one on Atlin Lake and the other took me down to Cape Nome. It is now on the Arctic Coast of Siberia, where I traded it to a native. Please let me know if you have one at Seattle, to whom to apply, and what price to pay.  
Yours truly,  
H. H. EDGERTON, JR., C. E.  
U. S. Dep. Surveyor, District of Alaska.

Seattle, Wash., May 8, 1902.  
GENTLEMEN—Express 16-ft. boat at once with extra rowlocks, but no paint. I carried a can around with me for two years and never needed it. The boat *laid out all winter* and when put in the water in the spring, *never leaked a drop*, and at the end of two years, without paint, was still water-tight. My troubles will not be over until I receive this boat *in time*, so rush shipment and send tracer. The boat is for government service and is paid for by Uncle Sam.  
Yours truly,  
H. H. EDGERTON, C. E.

Oskaloosa, Ia., Aug. 24, 1900.  
GENTLEMEN—Our outfit of 5,500 pounds being too much for the 16-ft. Acme we built a 26-ft. wooden boat. We sold one Acme and trailed the other loaded with provisions and camping impedimenta, rendering it unnecessary to disturb the load of the large boat. Crossing Lakes Tagish, Marsh, and LaBarge, we encountered very rough water, but the Acme rode like a duck. At Cariboo Crossing her nose struck a stranded scow, breaking a 1/4-in. rope, and she went ashore and pounded on the rocks for two hours before we could recover her. This ordeal would have seriously damaged any wooden boat of her size, but we found her uninjured. She

will stand more hard knocks against snags and rocks than any wooden boat I have ever seen. Crossing the chain of lakes to Fifty Mile river, we were frequently in touch with an old gentleman of not less than 65 years who was going it alone in a 16-ft. Acme. He told me he had 1,800 pounds besides his own weight, and he would not weigh less than 200 pounds. He had a sail and was steering with a paddle. When he reached Miles Canyon, he tied a piece of canvas over the provisions and turned her loose to go through "wild" and she went through the canyon all right and also through the White Horse Rapids. I know of many Acmes which passed through these dangerous waters successfully. I consider this boat overloaded, as it had only about four or five inches of freeboard. The great swells in Five Finger Rapids tore our Acme adrift. It turned half around in the trough of the sea and came down upon us several times, all but swamping us and driving us against the rocks at our right. Although terribly abused, this Acme is still used crossing the Yukon between Dawson and West Dawson. In the two years and a half I spent in Alaska I met many Acme boats, and almost invariably they were owned by experienced boatmen, who praised them for their many good qualities.  
Yours truly,  
C. LEIGHTON.

NOTE—We have a great number of Alaskan testimonials and the foregoing are typical and all we have space for.

From H. Pieper, the great gun maker, of Liege, Belgium, manufacturer of all kinds firearms and cannon:  
GENTLEMEN—I have the honor to inform you that the Acme boat has arrived here in good order. I have tried it, and can assure you that I am perfectly satisfied with it. I find the boat very practical and easy to put together, very steady on the water and easy to navigate. Receive, gentlemen, my sincere regards.  
HENRI PIEPER.

From the President of the Pabst Brewing Company, Milwaukee, Wis.:  
GENTLEMEN—Enclosed please find cheque on Chemical Nat. Bank, N. Y., for \$40 in payment for the No. 2 Acme sent me. From what I have seen of folding or portable boats in actual hunting or fishing service, I think your boat the finest and staunchest of all those I have ever seen or used.  
Very truly yours,  
GUSTAV G. PABST, President.

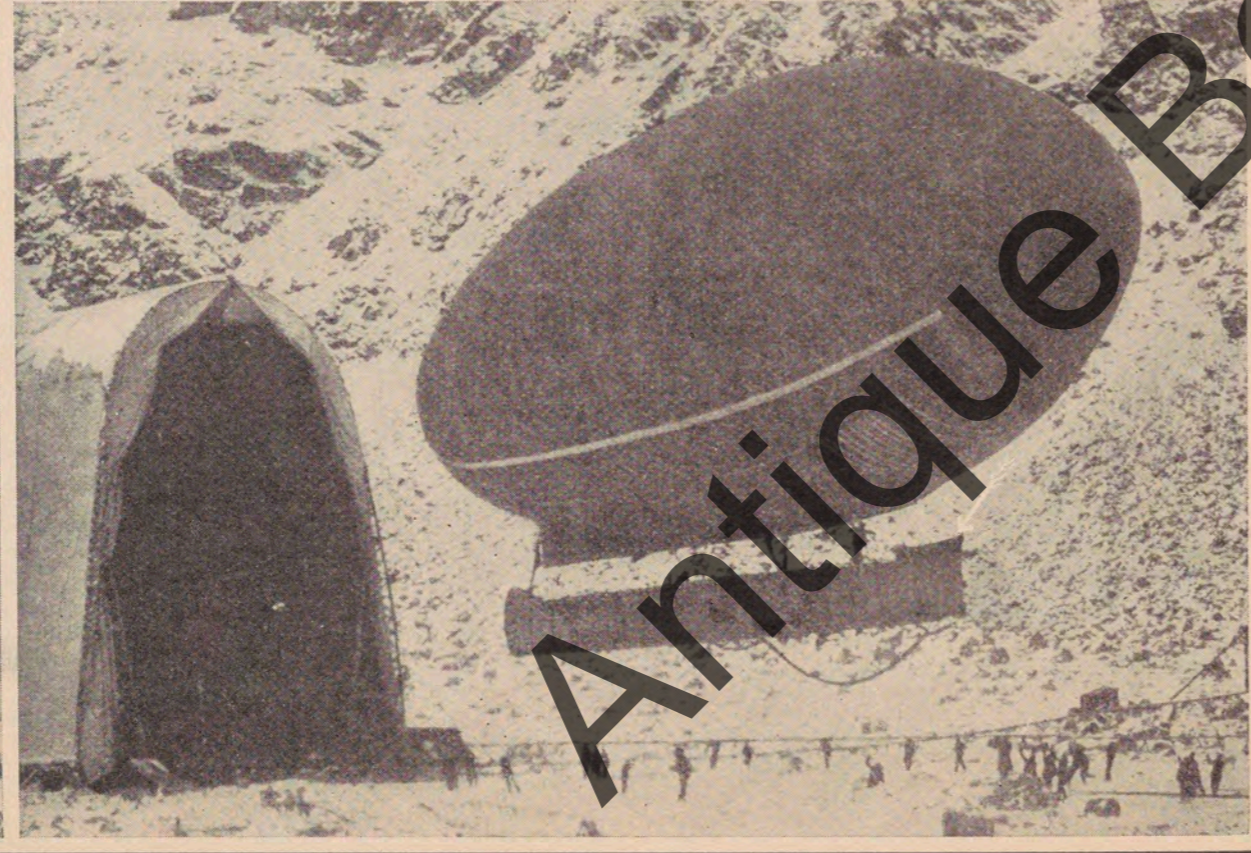
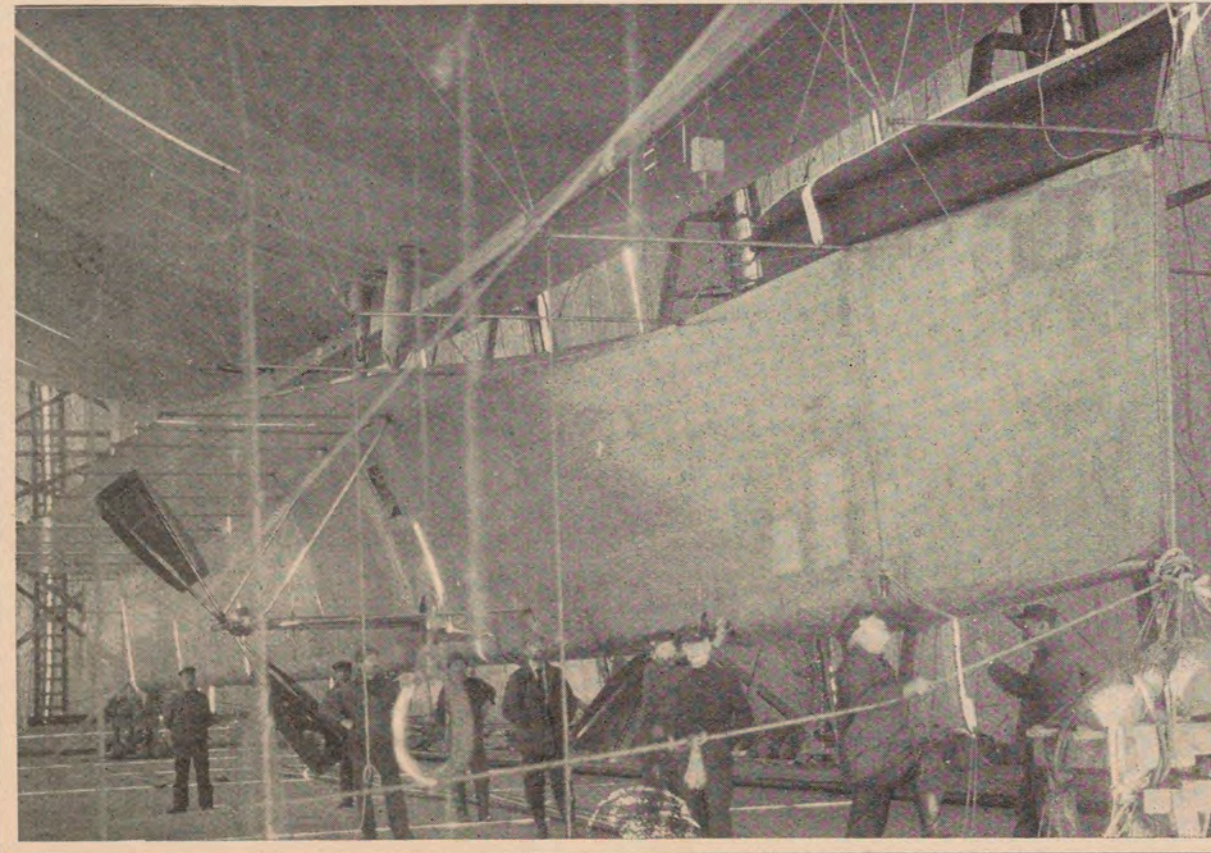
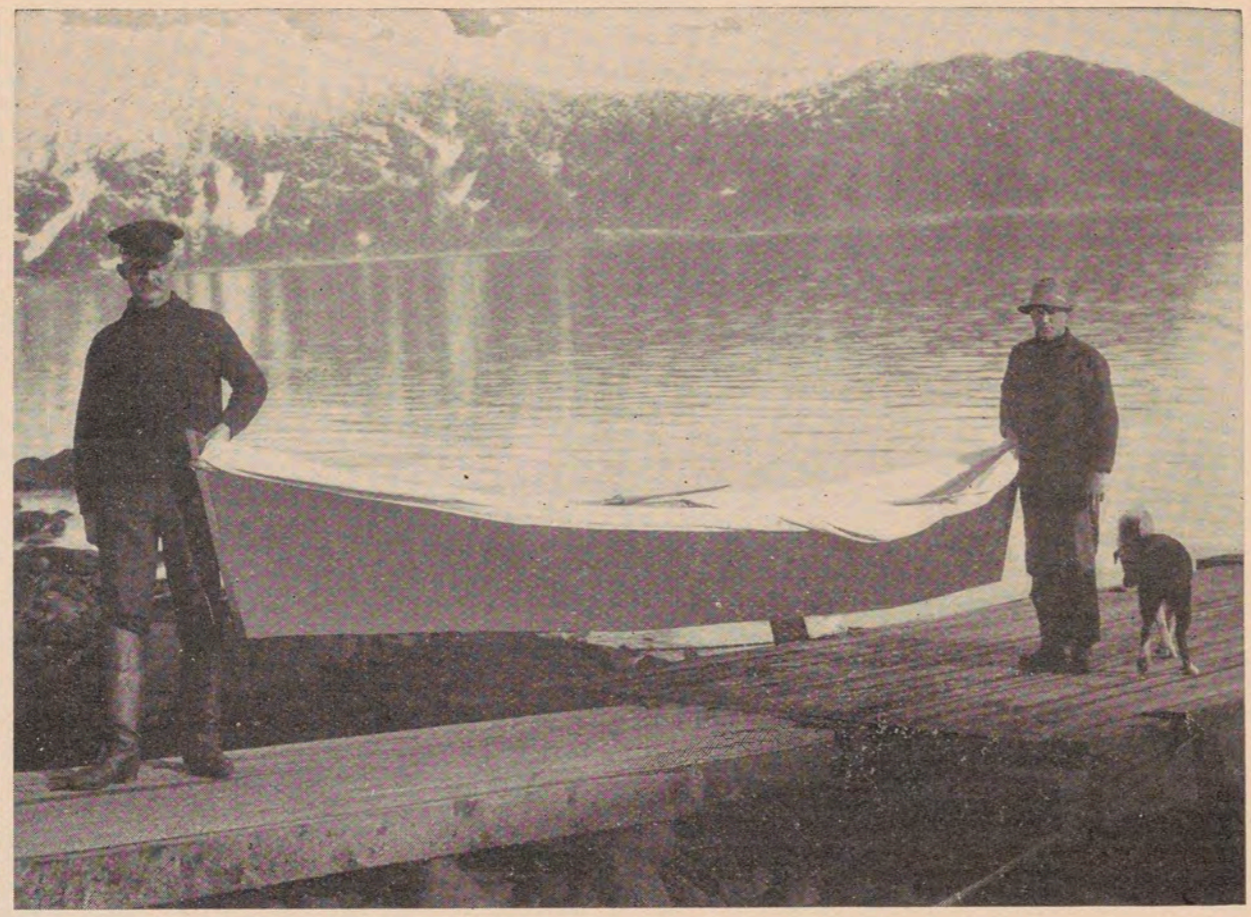
Salem, Ore., July 25.  
GENTLEMEN—Have just returned from a two weeks' outing with a friend, Mr. W. M. Ladd, who owns a folding boat, but liked my boat so much better that I think he will buy one of your boats.  
Yours truly,  
E. C. CROSS.

12 Years' Service.  
North Topeka, Kan., Nov. 11, 1904.  
GENTLEMEN—The Eureka boat I purchased of you 12 years ago is still in good shape.  
Yours respectfully,  
IRA C. WILLIAMS.

12 Years' Service.  
Woonsocket, R. I., Aug. 30, 1904.  
GENTLEMEN—Please send catalogue. The No. 2 boat I sold 12 years ago is good for many more years. The party is more than pleased with it.  
Yours truly,  
E. R. DARLING (Automobiles, etc).

15 Years' Service.  
Whitesboro, N. Y., July 8, 1904.  
GENTLEMEN—I have one of your No. 1 Eureka Folding Boats. I have had it 15 years and it is still all right.  
Yours truly,  
CHAS. T. SPERRY.

Wm. M. Foster, Att'y., 504 Pabst Bldg.  
Milwaukee, Wis., July 6, 1904.  
GENTLEMEN—I am getting my No. 2 Acme, bought of you 14 or more years ago, ready for its annual trip. I am greatly pleased with the service this boat has given. I have used it on a trip into the North woods every year since it



Photos showing Acme Folding Boat in use by Walter Wellman Polar Expedition at Spitzbergen, September, 1907. Lower left cut shows Walter Wellman, Major Hershey, and crew, and Acme on Airship. Right cut is from *Collier's*, October 26, 1907. Arrow marks Acme on Airship starting for Pole.

was bought and it is still in good condition. The boat has proved seaworthy and as stiff and staunch as any wooden boat.  
Yours truly,  
WM. M. FOLTER.

**12 Years' Service.**  
Vilas, S. D., March 14, 1905.  
GENTLEMEN—About twelve years ago I purchased one of your 12-ft. folding boats, and it is in good order yet. I now need some waterproofing.  
Yours respectfully,  
J. J. BARBOUR.

**10 Years' Service.**  
Brooklyn, Miss., April 3, 1904.  
GENTLEMEN—I want enough paint to cover my 12 ft. boat. It has never had but one coat and that was applied 10 years ago.  
Yours truly,  
THOS. D. EVANS.

**10 Years' Service.**  
119 Basable Block, Syracuse, N. Y., Jan. 3, 1904.  
GENTLEMEN—I bought one of your folding boats about 10 years ago and it is in use yet, but desiring a larger size, wish you would send me a catalogue.  
CHAS. C. TRUSDELL (Broker).

**The Following Shows Sixteen Years' Annual Service.**  
St. Petersburg, Russia.  
Glonkhoozerskaya, No. 8, April 8, 1906.  
You will be glad to hear that the Acme boat I got from you in 1890, when living in Kazan on the Volga, is in perfect order still, and very likely to outlive its owner, unless the latter should exceed the allotted span of life. The fact is, I consider my Acme good for another score of years. I have used it every summer, and what it has seen in "pack and unpacking," knocking about on steamers, railroads, cart-roads of distressing quality, is more than sufficient to test severely the stamina of any boat. I can honestly say your boat deserves nothing but the very highest praise. Judging from your catalogue you have made some improvements, and the Acme must now be a jewel indeed. I am also favorably impressed with your canoe model, the Eureka, but I believe that for all-round convenience the Acme cannot be beaten or even approached. I may add that in 1902, thinking you had gone out of business, I had occasion to import two folding boats of other make than yours, from the "States," but soon dropped further attempts to introduce them.  
Yours very truly,  
BARON PAUL TCHERKASSOV.

Casa Granda, Arizona, March 20, 1906.  
I hand you money order for No. 5 Acme. It is to be used in crossing the Gila River at flood with mail, passengers, and express. The river at flood is sometimes two miles wide where I have to cross and runs with exceeding rapidity, rolling and boiling. Also, there is much floating timber. If the boat won't do, return the check. I am putting it up to you. If the boat is safe in this kind of a layout, which is exceptionally trying on a boat of any kind, it will get a lot of fine advertising. If not fitted, please do the right thing and do not ship.  
Yours truly,  
R. W. HARTWELL.

April 5, 1906.  
Please express, C. O. D., half gallon of waterproofing for my Acme No. 5. I am greatly pleased with the boat.  
Yours truly,  
R. W. HARTWELL.

Rockford, Ill., April 14, 1906.  
The No. 3 Eureka has gone duck hunting four times and as yet I have not found anything to keep up with it. I enclose herewith check for another boat just like it which please express at once. Each of my friends who have seen the boat remarked, "I wish I had one," and I think most of them will get them in due time.  
Yours respectfully,  
V. E. ACKERSON.

**10 Years' Service.**  
Whiting, Texas, April 14, 1906.  
Send 1/2 Gal. W. P. by express C. O. D. I have used your Eureka boat now over ten years and I have been mighty well pleased with the same.  
Yours truly,  
D. GARBADE.

Forest, Fish, and Game District No. 30.  
Ellicottville, N. Y., July 5, 1905.  
The No. 2 Acme is pronounced a beauty by all who have seen it. I shall take it to Chautauqua Lake and to Lake Erie.  
B. SALISBURY, Protector.

Midway, B. C., July 17, 1905.  
I enclose check. Ship the No. 4 Acme to Montreal.  
Yours truly,  
P. STANHOPE.

NOTE—This is the fifth boat Mr. Stanhope took to England on his annual trip. See his testimonials in our catalogue.

South Bend National Bank.  
South Bend, Ind., May 31, 1905.  
My wife and I have just returned from a trip down the St. Joseph to Lake Michigan in your 12-foot boat. It is certainly the finest kind of boat to use on a trip like this. We made the same trip last year and carried a camping outfit. It is surprising the amount a boat of this size will carry. At Benton Harbor we tested its sea qualities. It was buoyant as a cork and rode the waves in fine shape.  
ROBERT S. CAMPBELL, Asst. Cashier.

**15 Years' Service.**  
127 Cranston Street, Providence, R. I.  
In 1891 I bought a No. 2 Acme which has served me faithfully and is in fair condition now, after 15 years' service. The only thing broken has been an oar. Can you beat that for good service?  
DR. C. H. GRAY.

Allis Chambers Co.,  
Milwaukee, Wis., April 14, 1906.  
I am glad you are still making the Eureka. A friend has taken ours to Florida and we must have another. Kindly express me a complete No. 3.  
Yours truly,  
H. J. HOLDEN.

**10 Years' Service.**  
Cole Mfg. Co., Newman, Ga., March 26, 1906.  
Please ship me a No. 2 Acme, for which find check. I have been using one of your 10-foot Eureka for 10 years and find it entirely satisfactory in every respect.  
S. L. NALL.

Grand Junction, Colo., March 22, 1906.  
The boat is exactly as you represent it, and I am greatly pleased. By showing how small it is packed and its fitness to be packed on animals to mountain lakes, a number can be placed in this neighborhood.

Chicago, Ill., Jan. 5, 1906.  
I have often thought of sending you a testimonial of your Eureka I purchased four years ago. I made a cruise of 300 miles with paddles. There is truly no boat to equal it.  
1408 Clark Street.  
E. W. SAWYER.

Shields Magazine, New York, N. Y., March 6, 1906.  
MY DEAR MR. BIELFELD—The Acme folding boat is all right. I have not used the Canadian model, but I have used one of their other models extensively and with entire satisfaction.  
G. O. SHIELDS, Editor and Manager.  
County Court Chambers.

Milwaukee, Wis., July 19, 1905.  
The 14-foot Acme arrived all right, and is entirely satisfactory. Before ordering this last boat, I went carefully into the construction and desirability in every way of other

canvas folding boats and canoes, as compared with the Acme, and readily decided that for all good qualities and general usefulness the Acme is superior to anything else in the market. The boat I got from you 17 or 18 years ago is still serviceable.  
Yours truly,  
WM. M. FOSTER.

Mordan, Man., Aug. 14, 1905.  
I had five people in the No. 3 Eureka last week, and it did not trouble the boat at all to carry them. It is very satisfactory.  
C. H. LOCKE.

Watchmaker & Jeweler,  
Joplin, Mo., July 30, 1906.  
Enclosed find remittance for one No. 3 Eureka, which ship at once. Party was delighted with the No. 2 Eureka.  
Yours truly,  
J. W. JONES.

Furniture, Hardware, Stoves,  
Farmington, Mo., Feb. 26, 1907.  
Enclosed find P. O. order in settlement of account. The boys are well pleased with their boats.  
Yours truly,  
JACOB HELBER.

173 Wash. St., Janesville, Wis., Jan. 3, 1907.  
I have one of your No. 2 Acme boats with which I am perfectly satisfied. It seems steadier and seems to ride the waves better than a wooden boat. Several people in Janesville have your boats. Some have Acmes and some Eureka's, but all whom I have met are well pleased with them and recommended them to me above all other folding boats.  
Yours truly,  
H. E. MOORE.

**10 Years' Service.**  
Chas. F. Powers Co., Lumber & Veneers,  
Grand Rapids, Mich., Jan. 8, 1907.  
I have used one of your No. 2 Acme boats on the rivers and lakes of Michigan for 10 years with great satisfaction. Have never had a puncture.  
Yours truly,  
CHAS. F. POWERS.

Dumas & Co.,  
67 Middle St., Temple, N. H., Oct., 20, 1906.  
With my boat and one belonging to Mr. J. B. Hill, of Baltimore, we have just returned from a 70 mile trip from source to mouth of the Contocook River. At one place we went around six dams, carrying both boats, tent, and provisions for four people in a common buggy. I have nothing but praise for the Eureka and wish you the best success in selling them.  
Yours truly,  
ALLAN M. DUMAS.

Manufacturing Pharmacist,  
Oxford, Mich., April 10, 1907.  
Your boat gives good satisfaction. Have used one of your No. 3 Eureka's the past season, and it has not leaked a drop. I intend to give it a light coat of waterproofing this spring.  
Yours truly,  
C. E. RICE.

NOTE—In connection with the above letter read the following:

Oxford, Mich., March 27, 1906.  
Two years ago I bought a No. 1 Eureka and used it that summer, then, having a good chance, sold it the following winter. Buying again for last season, I tried a steel-ribbed boat from — and this was so unsatisfactory, owing to its flimsy gunwale and general poor and trappy construction, that I am well cured of the steel frame folding boat fever, and now want another Eureka. I enclose price of a No. 3, which ship by freight.  
Yours truly,  
C. E. RICE, Mfg. Pharmacist.

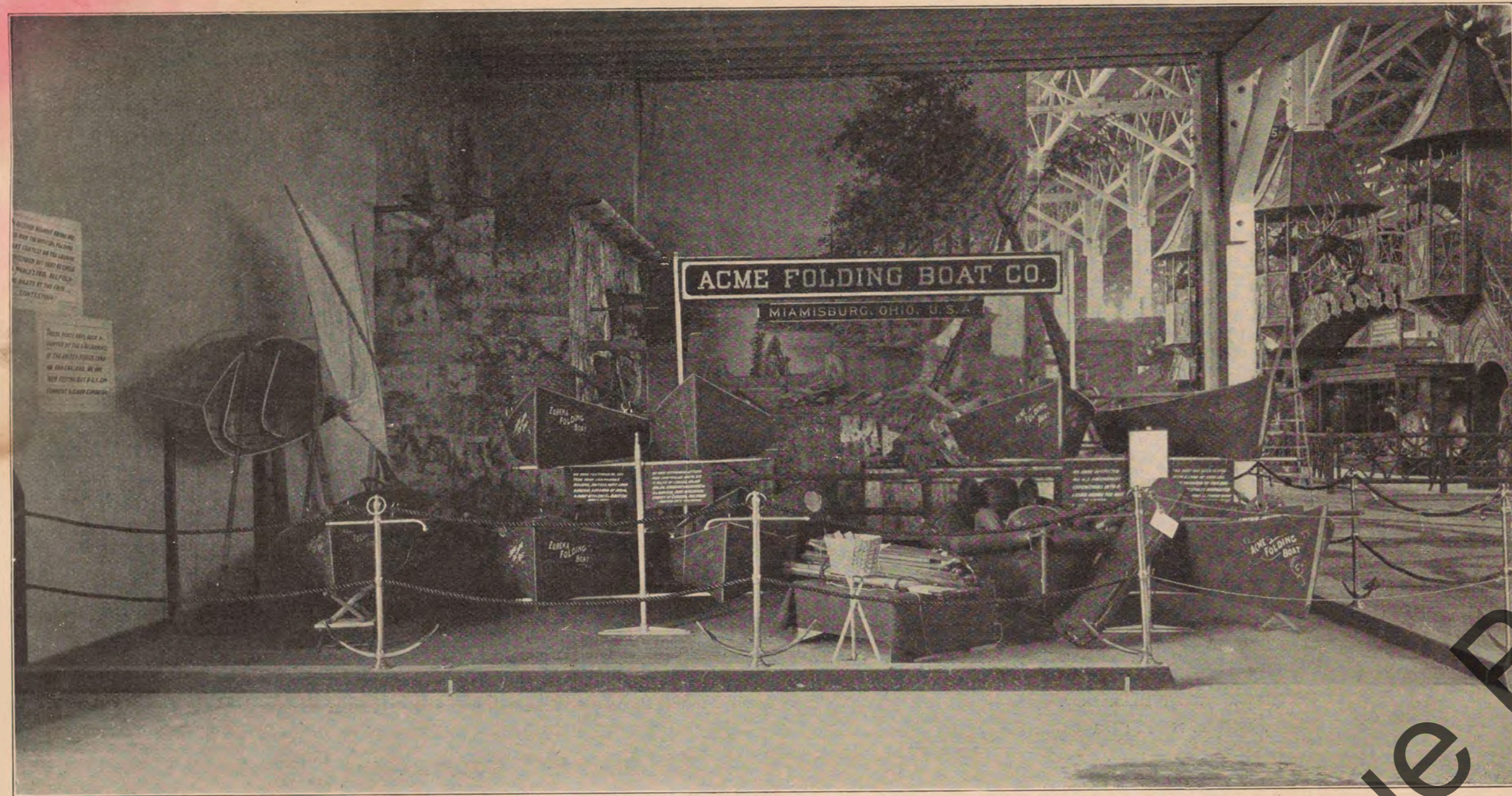


Photo-Engraving of our Exhibit at THE LOUISIANA PURCHASE EXPOSITION, St. Louis, Mo., 1904.

### General Advice to Purchasers of Light Canoes and Boats of Whatsoever Model and Whatsoever Material and Whatsoever Construction

Our wire frame competitors advertise quite prominently that their boats "are safe for family use anywhere." Although our boats are safer than theirs we make no such claim. We do not want to encourage women and children and inexperienced persons who cannot even swim to take uncalculated risks. No boat in the world, wooden or otherwise, weighing less than 75 pounds, can be depended upon to support its passengers if it is swamped and filled with water and has no air chambers. If this is true of wooden boats and boats having wooden frames, like our own, how much more so is it true of boats having steel wire frames and steel hulls. Steel hull boats may be buoyant if their air chambers are not rusted through and don't leak, but are you going to test them every time you use the boat? How do you know they are tight unless you do test them? They may be tight to-day and leak to-morrow. When you inflate our air tanks, if there is anything wrong with them

you find it out at once. The only tanks to be depended upon are those exposed to view and which you know don't leak. It is true that stable boats are not likely to be swamped, but it is the possibility and not the probability of accident which should be eliminated when women and children and inexperienced persons use boats. We note makers of various light canoes are advocating, or rather explaining, their sponson or air-tube canoes, knowing that without these air chambers their canoes will go under if grasped by a person in the water and remain under until the pressure is removed, when they will come again to the surface. Although they may float themselves, they will not float any additional weight. If you know how to manage your own boat and what it will do under all conditions, you are not likely ever to have an accident, and you may not need safety appliances. We think makers of light boats ought to be perfectly frank about such matters as this. We are not

apologizing for our boats, we are simply telling you what you should know about all light-weight boats which in themselves have not the bulk to create buoyancy to float a cargo of water and the passengers as well. Our boats positively cannot change in use, and they do not snag, and they are as steady and stable as boats can be made. What we say applies to any light-weight boat. But it is quite different with steel wire-frame boats. In them the weight of the solid metal frame, added to weight of canvas, detracts so enormously from buoyancy that even if you do have air tanks a large part of their lifting power is wasted in floating the boat. Our boats have sufficient buoyancy to float themselves, and every ounce of lifting power in air cushions or air tank is available for floating the passengers. Read what we have to say in this catalogue under the topic BUOYANCY. One air cushion for each person or one air tank for a boat is usually sufficiency for buoyancy.

#### Used as a Motor Boat.

Milwaukee, Wis., March 20, 1910.  
I put a two-horse-power Waterman engine in the No. 3 Eureka last summer, and found it very satisfactory and was able to make nine to ten miles per hour. I connected a stuffing-box to the canvas so did not leak a drop. I have found the boat very satisfactory in every respect, and take pleasure in recommending it to others.  
C. H. KEENEY (514 Majestic Bldg.)

#### 10 Years' Service.

26 Van Buren St., Chicago, Ill., April 10, 1910.  
My No. 2 Eureka is still in excellent condition, although it has seen service which would have put an ordinary boat out of commission years ago. I have used it continually for the past ten years on fishing trips all over this State, as well as in Michigan, Indiana, and Wisconsin. Also used it two seasons as a dinghy to my yacht, during which time it received the hardest kind of service, and I must say it surely has proved itself to be the most handy and staunch boat made. Have seen the steel folding boats and will say that they can in no way compare with those made by you.  
RALPH J. BUCKLEY, Architect.

#### 9 Years' Hard Service, and Good for Nine Years More.

The Mercantile Agency, R. G. Dun & Co.,  
J. L. RATERMAN, Mgr., R. G. Dun & Co.,  
Atchison, Kan., March 24, 1910.  
My boat, a No. 2 Acme, is in practically perfect condition after close on to nine years' service, and hard service at that. The canvas, which I am getting ready to repaint, is as good as the day it was sent out, and has never had a patch on it. Assuring you that I would not think of being without my Acme, I am,  
Yours truly,  
J. L. RATERMAN, Mgr., R. G. Dun & Co.

#### 5 Years' Service.

Kearney, Neb., March 22, 1910.  
You have not heard from me for eight years, but I still ride in your No. 2 Eureka boat, and it is as smooth as leather. Kearney has a large lake now, and water runs in from the Platte River, and I may make some sales this summer.  
L. W. FRANK.

Pastor Methodist Church  
Brooksville, Fla., Oct. 3, 1912.

The 14-ft. Acme is all right. It floats like a duck, light and dry. It is far superior to the steel ribbed boat I bought of the Folding Boat Co. Success to you.  
Yours truly,  
REV. H. B. HALTOM,  
Pastor Methodist Church.

United States Naval Station,  
Guantanamo, Cuba, Aug. 29, 1912.

Forward by express the order listed below (No. 3 Eureka and extras) to Paymaster S. E. Barber, U. S. Navy, care J. B. Morris & Co., New York City.  
Yours truly,  
S. E. BARBER,  
Paymaster U. S. Navy, U. S. Naval Station.

University Military School,  
Mobile, Ala., May 17, 1912.

A party of four of us, two men and two women, took your 16-ft. Acme into the wilds of Northern Ontario last summer, and subjected it to ten weeks of as hard usage as a boat was ever put to. Through streams filled with logs and the boat loaded with three passengers and four or five hundred pounds of duff, being hauled over logs, on snags, and past resisting tree tops, and filled with broken branches, wood and bark at times, she came through unscathed and as sound as ever. While sailing before a stiff breeze we struck a submerged rock with an impact that would have stove in an ordinary canoe, but the Acme merely bounded off and went on her way rejoicing. We traveled some 500 hundred miles by water, sailing most of the way. The

No. 5 Acme is easy for two men to portage. Your folding boats are a remarkable creation, and I never expect to go into the woods again without one.

Faithfully yours,  
JULIUS T. WRIGHT, (A.M.) Principal.

H. M. Newfoundland Survey,  
Halifax, April 20, 1912.

The canoe arrived safely, my companion and I admiring it, are thinking how very useful the canoe will be; and I find now a friend in Newfoundland who has had a similar boat 7 years. I will ever be glad to recommend it to every one.  
Yours truly,  
J. W. F. COMBE.

Los Angeles, Cal., Nov. 26, 1912.

Your canoe has given me the greatest satisfaction. I enclose photos showing how I carry it on my cars in my journeys through these Western Deserts. I have carried the boat in all about 20,000 miles, from the mountain lakes of the high Sierras in Mono County, to the Salton Sea in the Colorado Desert and down into Lower California in Old Mexico. The intense dry heat and dust of the desert seem to have no effect upon this boat and I can set it up or take it apart in 15 minutes easily either way. I have shot enough ducks from this canoe to pay for it several times over.  
Yours truly,  
S. A. APPOLD.

Indianapolis, Ind., April 21, 1910.

In 1901 I bought a ten year old second-hand No. 2 Acme. It has stood a good many hard knocks, but is still good. It has taken 8 trips down Tippecanoe River, 160 miles each; 4 down Kalamazoo River, 80 miles each; 3 down Eel River, 50 miles each; 2 down Wabash, 70 miles each; 3 down White River, 40 miles each, one summer on Lake Mantau. Going out May first for 2 weeks down Tippecanoe River, Rochester to Monticello, 160 miles.  
Yours truly,  
E. T. SCHMERTZ.

428 Hyland Ave.

Rockland, Maine, July 8, 1912.

I have an Acme bequeathed to me by my late friend, Dr. E. P. George, of Thomaston, Maine. It is about 20 years old and still in very good condition. I enclose \$1.50 for 1/2 gal. waterproof paint.  
Yours truly,  
EDWIN W. GOULD.

24 School St.

Kenosha, Wis., Oct. 23, 1912.

Here is your 10-ft. Eureka boat "in action." (See photo of boat set up in automobile). We were able to visit seven lakes, and obtain ducks, which we would have had to pass up without the boat. It is the handiest little boat imaginable, strong and light. At times we carried it set up across the auto, when in special hurry to get around.  
Yours truly,  
DR. C. W. BEEMER.

Market and Main.

Dexter, Mo., May 31, 1912.

Your No. 3 Eureka is giving entire satisfaction. It carries six people like a top, is easy to row and can be used in very shallow water. It is the best boat I ever saw for hunting purposes. I do not think any one can go wrong in buying an Acme folding boat.  
Yours truly,  
C. C. MILLER.

St. James Rectory.

Eufala, Ala., May 10, 1912.

I have used your No. 3 Eureka boat in Florida waters for three years, and it is still as good as new. It seems to simply sneer at snags, logs and hidden obstacles. All you have said of it is certainly true.  
Yours truly,  
REV. THOMAS H. JOHNSTON.

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N. Y. C. & H. R. Ry. Co.

Corning, N. Y., Aug. 4, 1912.  
Mr. J. G. Finch, Maywood, N. Y., and I purchased a No. 1 Acme, jointly, in 1906, which is still in use, and is NOT for sale. We regard it as indispensable to our camping outfit. It is still in perfect condition, although it has seen much rough usage, and bids fair to last a lifetime.  
Yours truly,  
EARLE N. WAULES.

Hotel Corcoran,  
Corcoran, Cal., Oct. 25, 1912.

My boat is still good after 8 years use, needing only a coat of your paint.  
Yours truly,  
A. C. SMITH.

Herman, Neb., July 24, 1912.

I notice your testimonials of boats in use for 15 to 18 years, but I doubt if any of them have seen the hard service of my No. 3 Eureka, which I use in summer for fishing and in fall, winter and early spring for trapping and hunting. If I could use the pen as well as I handle the rod, rifle and trap, I would write you a testimonial that would make your readers sit up and take notice.  
Yours truly,  
ED. MILLER.

Omaha, Neb., Dec. 17, 1912.

I have only had my No. 2 Acme since the spring of 1896, and it already looks as if it should be painted in two places. While the cloth is perfect and has never been snagged or punctured, there are two places six inches or less square that are discolored by the blood of a duck killed 11 years ago, and unless you people are willing to back up a boat that has only been out of your shop 17 years and 9 months, I shall be forced to this expense myself.  
Yours truly,  
J. S. WHITE.

University of Chicago,  
Chicago, Ill., Aug. 10, 1912.

Having had the good fortune to see a No. 4 Acme in action I am herewith ordering one. My colleague Professor Th. Atkinson Jenkins has had one of these boats three years and he and his family are greatly pleased with it. In fact it was he who suggested to me that practical canvas boats were in existence and gave me your address.  
Yours truly,  
HENRI DAVID.

Horace Waters & Co.,  
254 W. 125th St.

New York, N. Y., June 20, 1912.

I have used my Eureka four consecutive seasons and think it incomparable. I have shipped it about 2,000 miles and it is as good today as when I received it. It is more comfortable, and very much easier to handle than any other boat I ever used.  
Yours truly,  
G. H. ZINCKE.

Department of Commerce and Labor,  
Washington, D. C., Aug. 24, 1912.

I have just had boat out on a three weeks' camping trip, and it has proved thoroughly satisfactory. I am much pleased with it.  
Yours truly,  
L. T. CASWELL.

1319 Thirteenth St.

Ft. Smith, Ark., Aug. 24, 1912.

I have the second No. 4 Acme that has come to this town, as well as the Eureka I bought five years ago. The owners of your boats here could not do without them.  
Yours truly,  
J. ROSS YOUNG.

Missoula, Mont., Sept. 27, 1912.

The old boat is still fine, (bought early in the nineties).  
Yours truly,  
R. DEB. SMITH.

