

**RUSHTON'S
ROWBOATS &
CANOES**

Antique Boat Museum

Antique Boat Museum

FOR SALE, and always in stock—Fancy (unreadable) signatures and abbreviated addresses.
Discount 99, 10, 10 and 10 per cent.

Antique Boat Museum



*Yours truly,
J. H. Rushton.*

Antique Boat Museum

CATALOGUE

OF HIGH GRADE

ROWBOATS AND CANOES

SOME ALL CEDAR; OTHERS ALL WOOD; OTHERS
CEDAR, CANVAS COVERED. ↘ ↘ ↘ ↘ ↘

I BUILD NO POWER BOATS OF ANY KIND

Total floor space in use now, exclusive of Lumber Sheds, is 24,500 square feet. Two hundred to five hundred Boats and Canoes always in stock. A large force of men always building stock or special orders. Can any other builder give you as good service?

J. H. RUSHTON,
CANTON, N. Y., U. S. A.

TAKE NOTICE.—I hereby withdraw and cancel all former prices, discounts and terms.

J. H. RUSHTON, Canton, N. Y., January 1st, 1904.

TERMS OF SALE AND PAYMENT.—SHIPMENT, ETC.

The list prices in this Catalogue are all strictly net for retail trade. DISCOUNTS ONLY TO DEALERS. Terms of payment SPOT CASH unless otherwise provided for by special agreement. Strangers should satisfy themselves of my responsibility by reference to Dunn's, Bradstreet's or the First National Bank of Canton, N. Y., and send cash with order. Otherwise I must look them up (through Bradstreet's) before making shipment, and the delay thus occasioned is sometimes annoying to both parties.

Dealers without satisfactory rating in above named commercial agencies should do likewise.

BILL OF LADING AND C. O. D. Goods may be shipped by freight on bill of lading, or by express C. O. D., on payment of enough to cover transportation both ways.

TRANSPORTATION. Canton, N. Y. is a station on the Rome, Watertown and Ogdensburg Railroad, and by lease a part of the N. Y. C. & H. R. R. R. system. The AMERICAN is the only express line here.

PACKING FOR SHIPMENT. Until 1903 crating was the common method. In 1903 a fine cut *excelsior* was found and many canoes and small boats were packed in this way, viz.: next to the boat a sheet of tough manila paper—next to it a layer of this excelsior, then an outer covering of *burlap*. While more expensive than to crate it saves gross weight and thereby saves more in freight charges than the extra cost over crating. Following the footsteps of other builders of *Canvas Covered Canoes*, I have heretofore made a charge for packing, but for 1904 this will be considered as a part of the cost of construction and covered by the new list prices which have been advanced by just so much from the prices of 1903. When practical, burlap and excelsior will be used, but crating will also be used, as heretofore, when that seems advisable.

SHIPMENT. In making freight shipments, any package, however small, is billed at 100 lbs., and as small packages are liable to go astray, such are better sent by express. Articles small and light can often be sent to advantage by mail. For mail shipments inclose postage stamps at rate of one cent per ounce, and add eight cents for registration if safe delivery is to be guaranteed.

SPOT CASH DISCOUNT is an arbitrary deduction from the invoice figures for supposed prompt payment. It is often made without the consent of the selling party, and sometimes when settlement has been far from prompt. I sell all goods on a SPOT CASH BASIS, therefore. DO NOT deduct discount for spot cash unless the invoice says you may, and *then* do not unless you pay within the terms of the invoice.

PLEASURE BOATS—MODEL, MATERIAL, CONSTRUCTION.

MODELS—The value of a boat depends largely on its model, and the model must be adapted to the purpose for which it is intended. A boat for ladies' and children's use should be broad and flat on the bottom, safety being the prime, and speed the secondary consideration. For the expert boatman, a trifle more dead rise and finer lines give a faster boat. I have tried (for 30 years) to obtain the best possible results from given dimensions, viz: the fastest safe boat, and the safest fast boat. A further description of models will be found in the engravings and descriptions of individual boats.

MATERIAL—Do not confound our White Cedar, which grows only in the most Northern States and Canada, with the White Cedar of New Jersey and Virginia. The former is the lightest known wood of this or any country, that is suitable for planks for small craft. One cubic foot, air seasoned (not kiln-dried), weighs but *eighteen pounds*, while the White Cedar of New Jersey and Virginia weighs 28 pounds.

The Northern Cedar is soft, tough and durable. You can give it a vast amount of hard usage with but little injury, and *time* makes little impression on it, as I have known the Cedar planking in a boat to be sound and perfect after twenty years' constant use every summer, and having only such shelter winters as may be found in a woods camp.

Spanish Cedar, imported from the West Indies and Central America, has a more beautiful color, hence makes a finer looking craft, but it is neither so light nor tough as the White Cedar.

Black Cherry is the finest of all our native hard woods and the most costly. It is close grained and finishes very smooth, is of a reddish color that deepens and darkens with age. Mahogany, Oak, Ash, Spruce, etc., are too well known to require description here.

CONSTRUCTION—LAP STREAK.

FOR THIRTY YEARS I have been a believer in and builder of lap streak boats. I believe it to be the very best and strongest system in use for light work. Witness the TEN-POUND SAIRY GAMP, built for "Nessmuk," and the still lighter canoe built for and used by him for two seasons in Florida at a later date, and still in commission. It would be simply impossible to build to these light weights by any other system.

With each streak shaped and fitted for its particular place, and the edges lapped and firmly fastened together, it becomes in strength as one whole piece WITHOUT the strain that attends warping into place broad streaks; neither does it depend entirely on the timbers to hold the planking together, as in carvel built boats.

SMOOTH SKIN—I make Smooth Skin by beveling each streak to an edge inside and out, and at the curve or bilge working the streaks hollow and round from thicker material. It is then double clinch fastened on planking $\frac{1}{4}$ inch or under in thickness, viz: nailed from both sides, the tack head always on the thin edge and the clinch in solid wood.

SQUARE STERN BOATS—Any of my pleasure boats will be built square stern, TO ORDER, for the extra cost as named in description of individual boats.

PLEASURE BOATS—GRADES.

GRADE AA. THIS GRADE BUILT ONLY TO ORDER.

MATERIAL—Selected oak keelson. Stem and sternpost, bent cherry. Planking and decks, selected Spanish cedar. Ribs, red elm. Gunwales, inwales and coaming, cherry. Stern seat of cherry or other fine wood; the other seats are caned unless otherwise stated in description of individual boat. Floor gratings, oak or cherry, or both combined. All exposed fastenings of copper or brass. Best grade linseed oil and spar varnish for finish. Brass, nickel-plated stem bands, and fancy pattern seat braces.

CONSTRUCTION—Hull, SMOOTH SKIN. The joints are lapped from $\frac{1}{2}$ to $\frac{3}{4}$ inch, and double clinch fastened throughout if $\frac{1}{4}$ inch planking. The bilge streaks are from thicker material than the other streaks, and are hollowed and rounded by hand. The ribs are clinch fastened (unless otherwise by special order), not only on the joints, but at the center of the plank when below water line; this to prevent warping or bulging. The ribs are spaced from two to four inches, according to thickness of planking, and the ends are pocketed in the inwale, making a solid rail, and adding to both the strength and beauty of the boat. The decks are from 18 to 32 inches long (according to length of boat) and are made of strips, usually $\frac{3}{8}$ inch wide by $\frac{1}{2}$ inch deep, laid to follow gunwale line, and blind nailed to the deck timbers and to each other. The deck batten covers the joint made in the center, and a small coaming forms the finish at the inner end. The grating is made of narrow strips laid lengthwise of the boat and fastened to cross pieces skin fitted to the planking. The seat frames are made with double doveled joints.

FINISH—One coat filler, two of best spar varnish (on a hurry order, two coats best white shellac are used in place of the first coat of varnish).

FITTINGS—Are named with each individual boat.

REMARKS—With the rich combination of colors in the natural woods, and elegant finish and furnishings, no craft can be more beautiful. Neither time nor money will be spared to put the greatest possible intrinsic value into it.

If any boat is given an individual description as to material, in whole or in part (as Livery boat, Saranac or Indian), go by that description—otherwise by general description of grades.

PLEASURE BOATS—GRADES.

GRADE A.

MATERIAL—Selected oak keelson. Stem and sternpost bent oak or elm. Planking, selected Northern white cedar, except sheer streak, that of Spanish cedar. Ribs, red elm. Gunwales, inwales and coamings, cherry, ash or oak. Decks and battens, Spanish cedar or cherry. Stern seat of cherry or other fine wood; the other seats are caned unless otherwise stated in description of individual boat. Inside floor of basswood, or other suitable material. All exposed fastenings of copper or brass. Nickel plated stem bands and seat braces.

CONSTRUCTION—The same as Grade AA, EXCEPT a plain bottom board instead of grating.

FINISH—One coat linseed oil and two of best spar varnish, or, on a hurried job, two coats of shellac substituted for first coat of varnish.

FITTINGS—Will be named with each individual boat.

REMARKS—This grade is quite equal to Grade AA, in strength and durability, and is elegant in every respect.

GRADE B.

MATERIAL—The same as Grade A, except the various kinds of wood are of a trifle lower grade and stem bands and seat braces are not plated.

CONSTRUCTION—LAP STREAK, clinch fastened, otherwise like Grade A.

FINISH—The same as Grade A.

FITTINGS—Will be named with each individual boat.

GRADE C.

MATERIAL—Keelson and stems, oak. Planking, sound Northern white cedar. Ribs, red elm. Gunwales, ash; inwales, seats, decks, battens, coamings and floor, of any suitable wood. All exposed fastenings of copper or brass. Brass stem bands reaching to above water line. Polished brass seat braces. Oil and varnish finish.

CONSTRUCTION—LAP STREAK, clinch fastened, ends of ribs pocketed in inwale, decks as in higher grades, seats plain wood.

FINISH—One coat linseed oil and two coats of best spar varnish, or shellac may be substituted for first coat of varnish.

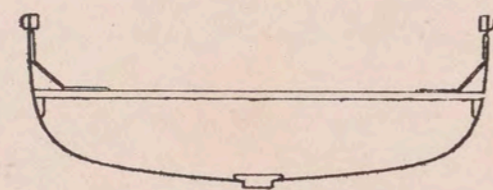
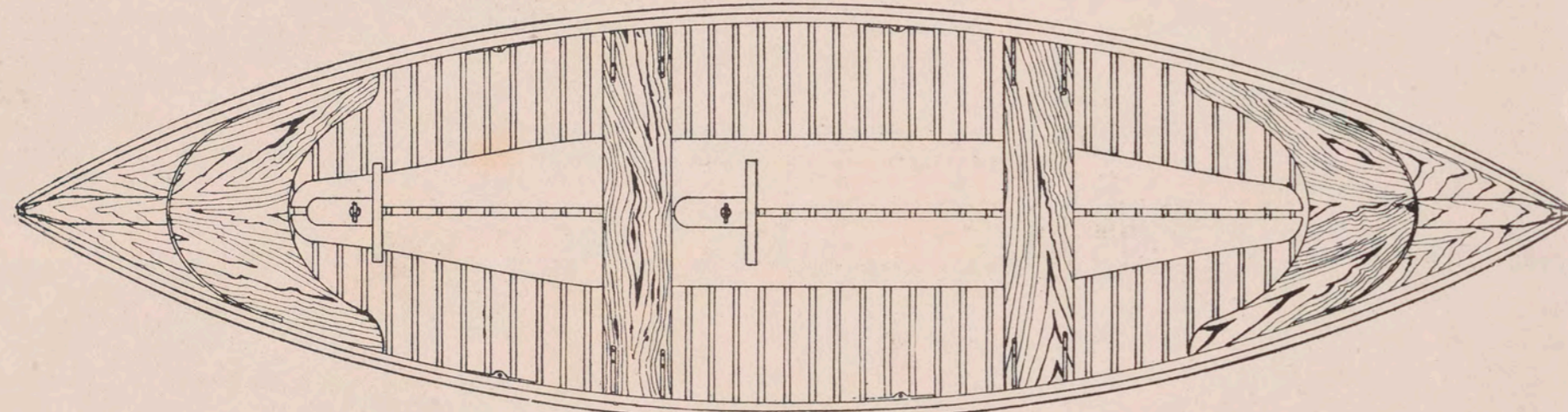
FITTINGS—Will be named with each individual boat.

REMARKS—This is a thoroughly well made, well finished, up-to-date, every day, all around boat; one that I can guarantee in every respect. Well suited to livery use, and all other purposes where only a moderate outlay is desired.

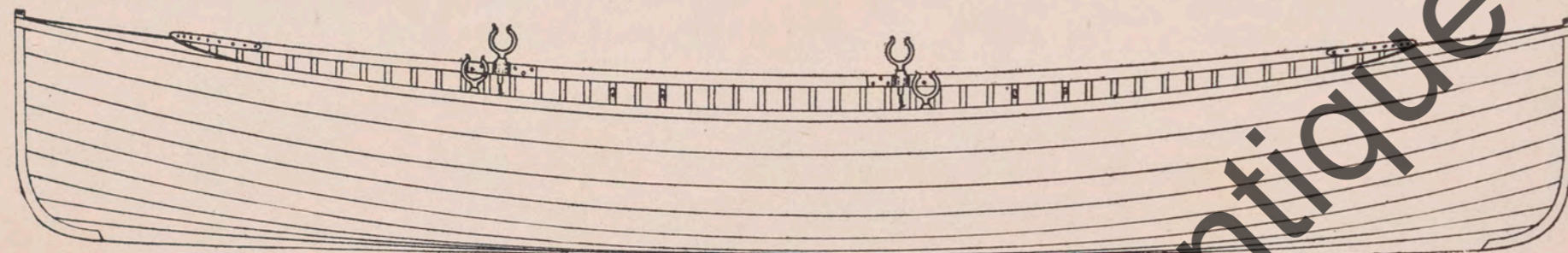
If any boat is given an individual description as to material, in whole or in part (as Livery boat, Saranac or Indian), go by that description, otherwise by general description of grades.

When the word OR is used in this sense, "elm or oak stems," "cherry or oak gunwales," "ash or oak inwales or seat frames," etc., etc., it must be understood that the use of either, *at the builder's option*, fills this catalogue contract.

PLEASURE ROW BOATS—DESCRIPTION AND PRICES.
LIVERY—DOUBLE ENDER.



15' 3" x 46"
Designed by
J. H. Rushton, Canton, N.Y.



PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

LIVERY—DOUBLE ENDER. (See opposite page.)

This boat is designed and built to provide a very strong, durable, yet comparatively low priced boat for livery purposes. It is built in but one size, one grade. Dimensions and finish as shown.

MATERIAL—Keelson, oak; stems, elm; planking, sound white cedar; ribs, red elm; decks, ash; battens, white cedar; seats, ash; gunwales and inwales, ash; floor, basswood; all exposed fastenings, copper or brass.

CONSTRUCTION—Planking 5-16 inch thick, the usual lapstreak, clinch fastened. Ribs spaced three inches. Brass stem bands as in C grade boats.

FINISH—One coat linseed oil, two of spar varnish. When built to order will be painted any color, except white or vermilion, at same price.

FITTINGS—At prices here named will be one pair straight blade ash or spruce oars; one pair polished brass rowlocks, No. 1 oarlock with No. 4 socket.

PRICE, crated, F. O. B. here, \$60.



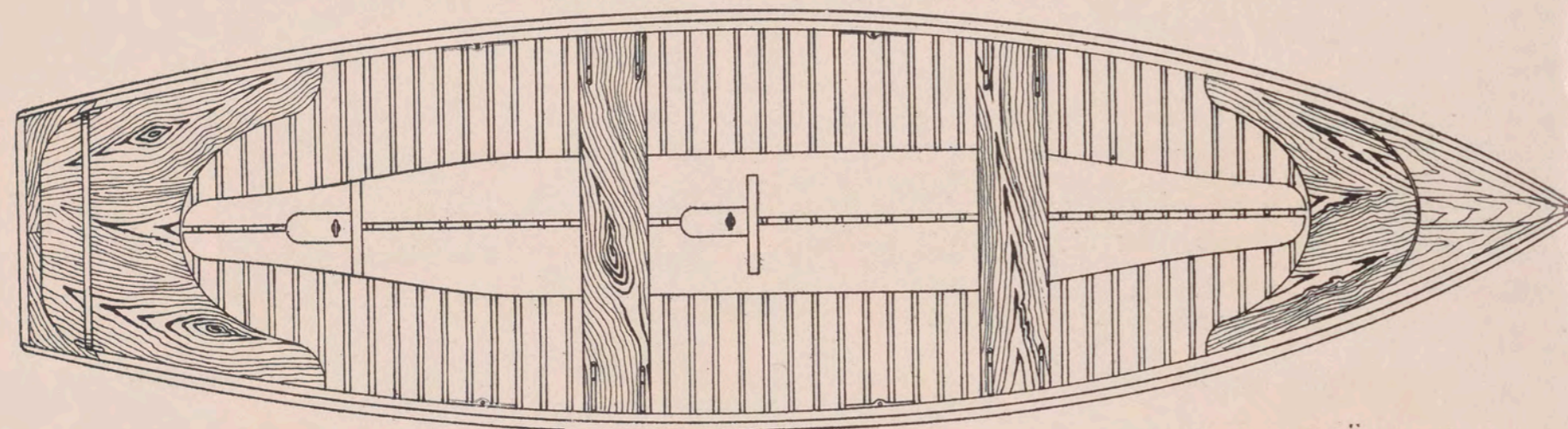
LIVERY—SQUARE STERN. (See next page).

This boat is, in dimensions, material, construction, finish and fittings, the same as the preceding boat. It differs ONLY in being square stern.

PRICE, crated, F. O. B. here, \$65.

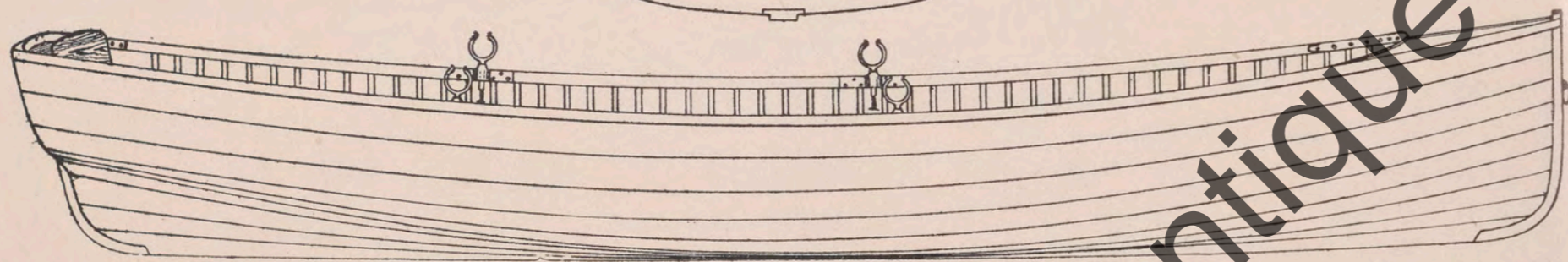
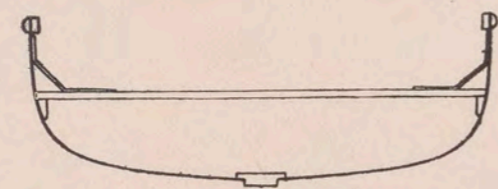
PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

LIVERY—SQUARE STERN.



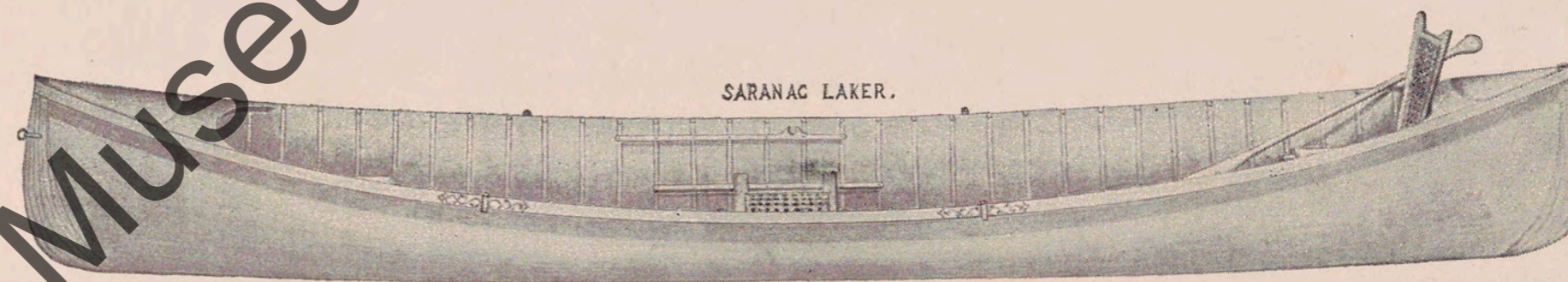
15 3 x 46" Sq. Stern

Designed by
J. H. Rushton, Canton, Mass.



ADIRONDACK OR SARANAC LAKE BOAT.

STANDARD MAKE.



SARANAC LAKER.

STANDARD DIMENSIONS—Length, 16 feet; beam, 37 inches.

MATERIAL—Stems and knees, spruce or hackmatack; bottom, clear white pine or white cedar; planking and decks, clear white cedar; seat frames and gunwales, cherry. All fastenings, copper or brass. Brass strips on bottom and brass stem bands.

CONSTRUCTION—Stems and knees, natural crooks. Knees about $\frac{3}{4}$ x $\frac{3}{8}$, spaced 4 inches. Planking $\frac{1}{4}$ inch thick. Smooth lap as in Grade A boats. Gunwales neatly rounded, except where sockets go on. Decks in narrow strips, not as shown here. Three cane bottom seats.

FINISH—One coat linseed oil, two of best spar varnish.

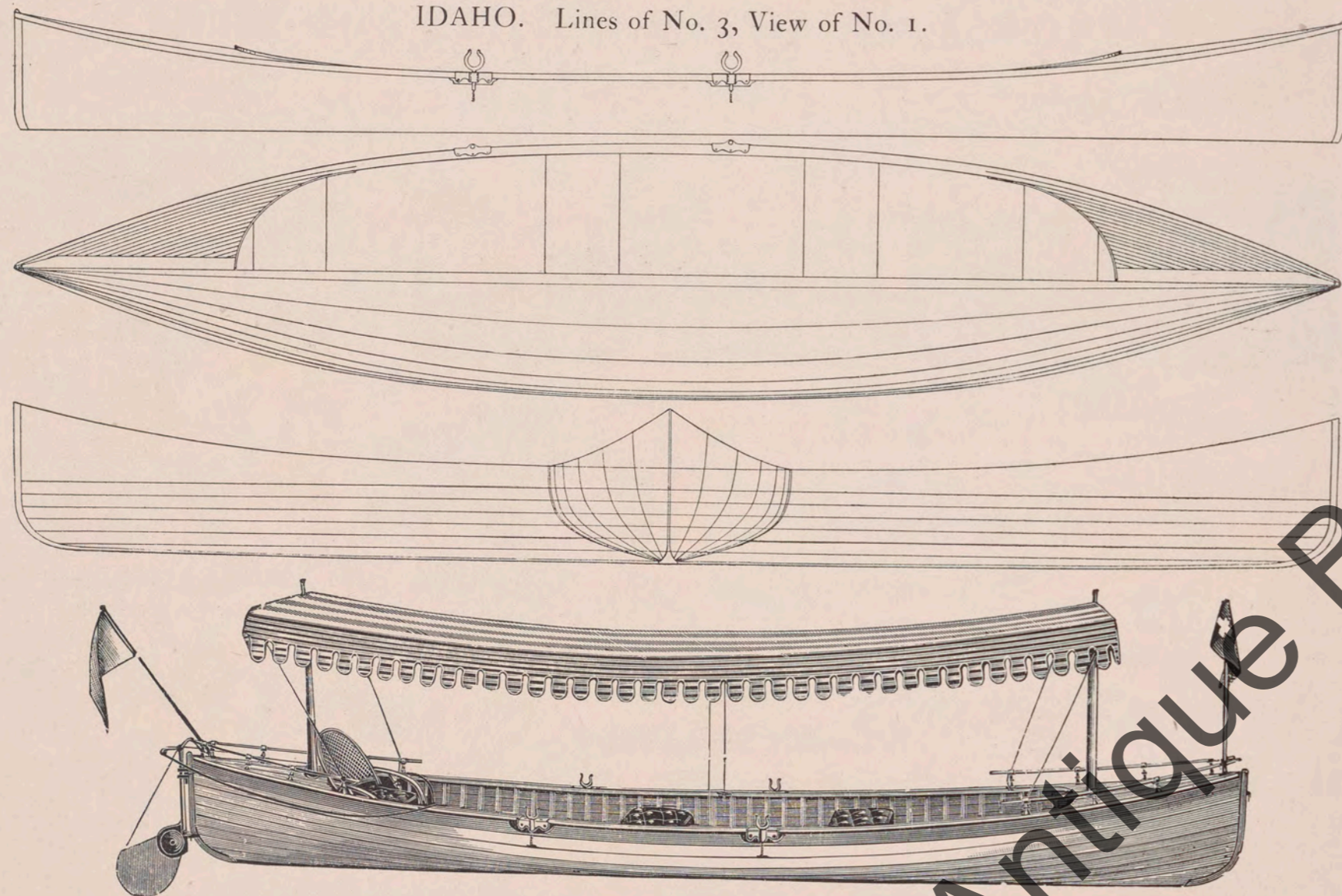
FITTINGS—Two pair sockets; 1 pair oarlocks No. 4, polished brass; 1 pair 8 $\frac{1}{2}$ foot, square loom, hand made oars; 1 single blade maple paddle; cane back for stern seat; one cane back with straps and hinges for middle seat, and carrying yoke.

WEIGHT—About 65 pounds.

PRICE, \$100.00.

PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

IDAHO. Lines of No. 3, View of No. 1.



PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

IDAHO.

Number	Length Feet	Beam Inches	Depth at Ends	Depth Amidship	Thickness of Planking	Number of Seats	Price Grade AA	Price Grade A	Price Grade B	Price Grade C	
1	20	40	25	15½	¾	4	\$190 00	\$145 00	\$105 00	\$85 00	
2	19	40	25	15½	¾	4	180 00	140 00	100 00	80 00	
3	18	40	25	15½	¾	4	170 00	135 00	95 00	75 00	
If built square stern.....							add	14 00	12 00	10 00	10 00
For copper air tanks.....							add	9 00	9 00	9 00	9 00
For removable bulkheads in front of air tanks.....							add	4 50	4 50	4 00	4 00

At above named prices the fittings are :

GRADE AA—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, two pairs No. 1 rowlocks, all nickel plated. Two small sticks for flags, one wood rudder, two pairs best spruce spoon oars, two foot braces, one No. 1 chair seat.

GRADE A—All fittings the same as for Grade AA *except* plain pattern seat braces.

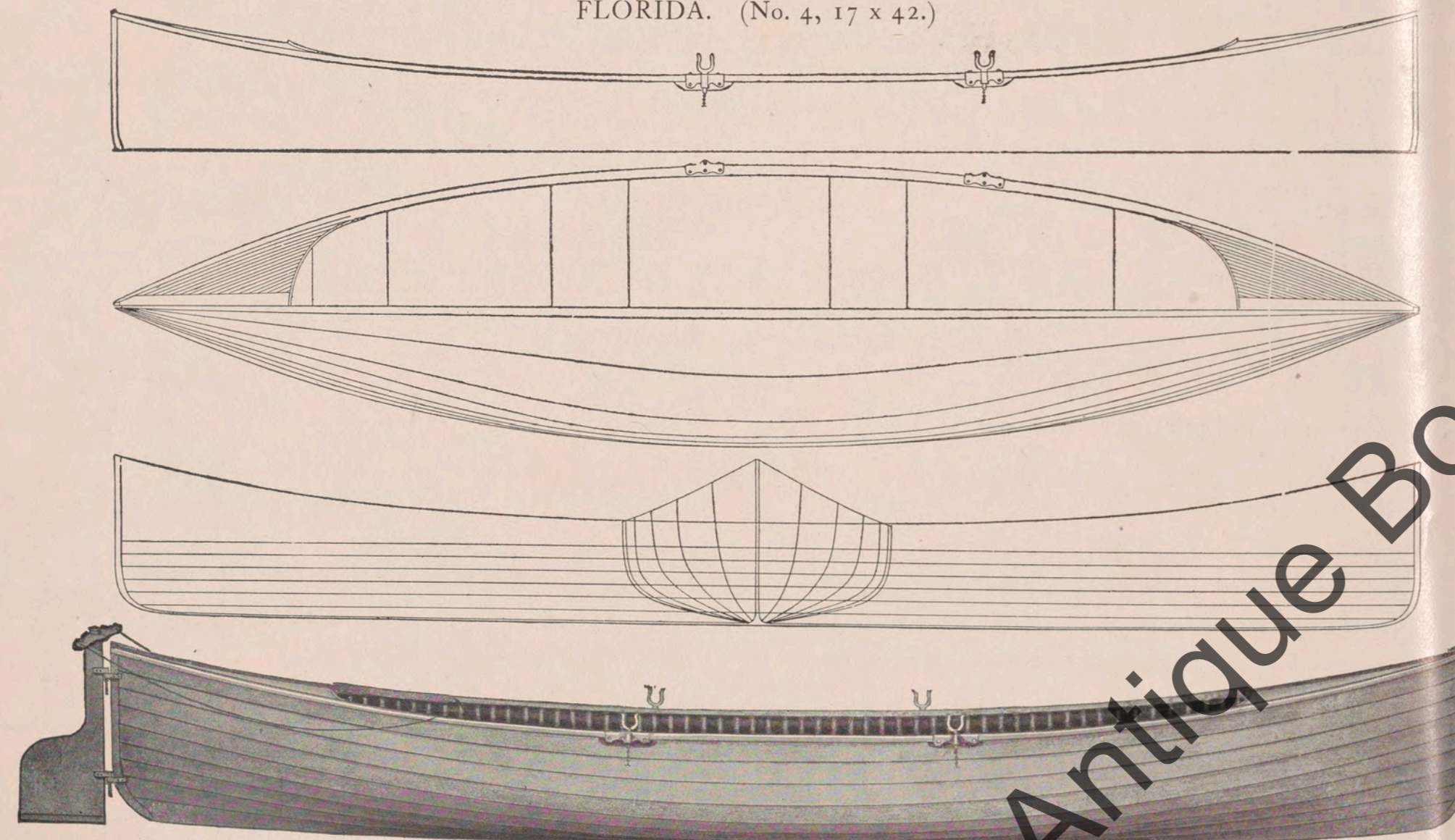
GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, seat braces, two pairs No. 1 rowlocks, all in polished brass. Two pairs spoon oars, two foot braces, rudder, one No. 2 chair seat.

GRADE C—Stem bands reaching from above water line; painter fastenings, seat braces, No. 58 rudder braces, two pairs No. 1 rowlocks, all in polished brass. Two pairs straight blade spruce oars, two foot braces and rudder.

Oars leathered with flange and to lap about four inches unless otherwise ordered.

PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

FLORIDA. (No. 4, 17 x 42.)



PLEASURE ROW BOATS—DESCRIPTION AND PRICES.

FLORIDA.

Number	Length Feet	Beam Inches	Depth at Ends	Depth Amidship	Thickness of Planking	Number of Seats	Price Grade AA	Price Grade A	Price Grade B	Price Grade C	
4	17	42	25 1/2	15 3/4	5/16	4	\$165 00	\$130 00	\$95 00	\$75 00	
5	16	42	25 1/2	15 3/4	1/4	3	157 00	125 00	90 00	71 00	
6	15	42	25 1/2	15 3/4	1/4	3	150 00	120 00	85 00	68 00	
If built square stern.....							add	14 00	12 00	10 00	10 00
For copper air tanks.....							add	9 00	9 00	9 00	9 00
For removable bulkheads in front of air tanks.....							add	5 00	5 00	4 50	4 50

At above named prices the fittings are :

GRADE AA—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, two pairs No. 1 rowlocks, all nickel plated. Two small sticks for flags, one wood rudder, two pairs best spruce spoon oars; two foot braces, one No. 1 chair seat.

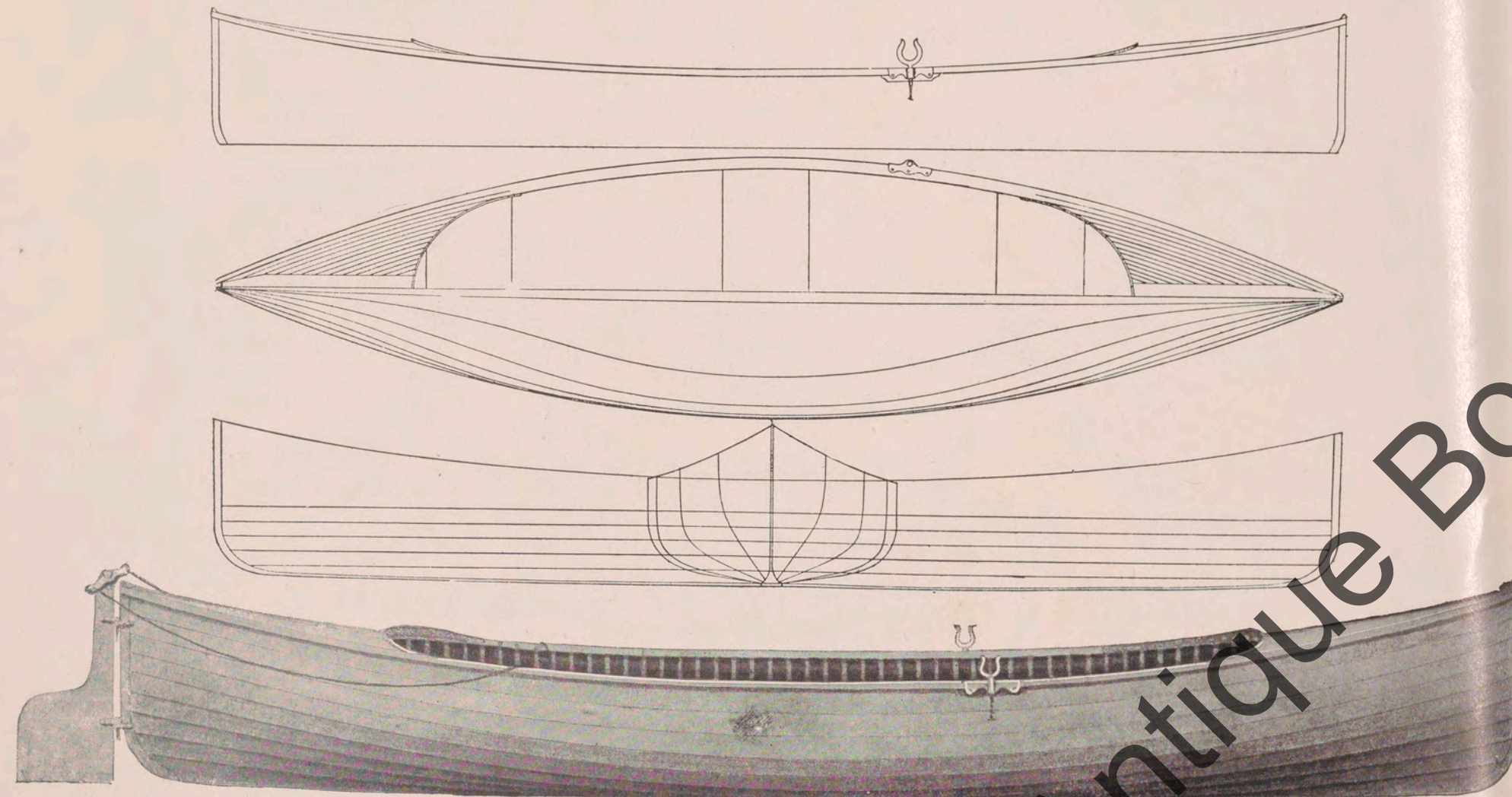
GRADE A—All fittings the same as for Grade AA, *except* plain pattern seat braces.

GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, two pairs No. 1 rowlocks, all polished brass. Two pairs spoon oars, two foot braces, rudder and one No. 2 chair seat.

GRADE C—Stem bands reaching from above water line, painter fastenings, seat braces, No. 58 rudder braces, two pairs No. 2 rowlocks, all polished brass. Two pairs spruce straight blade oars, two foot braces and rudder.

Oars leathered with flange and to lap about four inches, unless otherwise ordered.

PLEASURE ROW BOATS—DESCRIPTION AND PRICES.
IOWA. (No. 8).



PLEASURE ROW BOATS—DESCRIPTION AND PRICES.
IOWA.

Number	Length Feet	Beam Inches.	Depth at Ends	Depth Amidship	Thickness of Planking	Number of Seats	Price Grade AA	Price Grade A	Price Grade B	Price Grade C
6	15	36	23	14	1/4	3	\$140 00	\$110 00	\$75 00	\$64 00
7	14	36	23	14	1/4	3	135 00	105 00	70 00	59 00
8	13	36	23	14	1/4	3	130 00	100 00	65 00	54 00
If built square stern.....add							12 00	11 00	10 00	10 00
For copper air tanks....."							8 50	8 50	8 50	8 50
For removable bulkheads in front of air tanks....."							4 50	4 50	4 00	4 00

At above named prices the fittings are :

GRADE AA—Brass stem bands and painter fastenings, flag pole tubes and plates, fancy pattern seat braces, No. 57 rudder braces, one pair No. 1 rowlocks, all nickel plated. Two small sticks for flags, one wood rudder, one pair best spruce spoon oars, one foot brace and one No. 1 chair seat.

GRADE A—All fittings the same as Grade AA, *except* plain pattern seat braces.

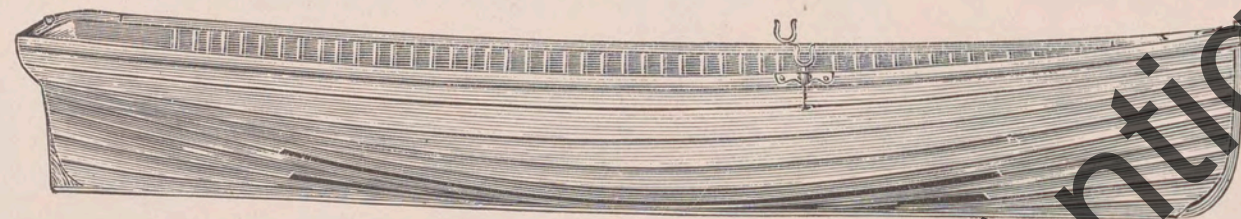
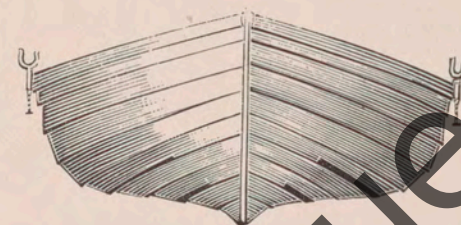
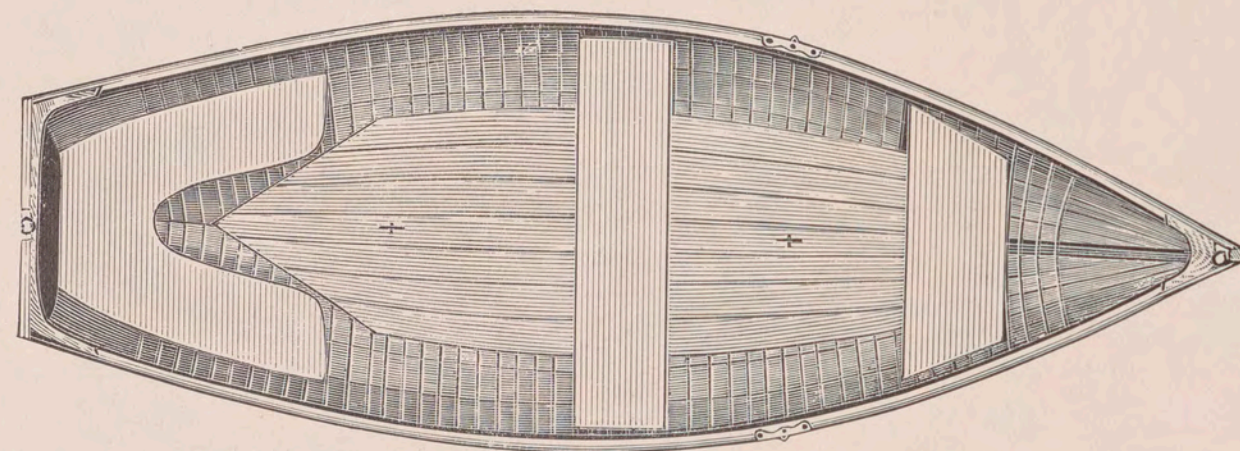
GRADE B—Brass stem bands and painter fastenings, No. 58 rudder braces, seat braces, one pair No. 1 rowlocks, all polished brass. One pair spoon oars, one foot brace, rudder and one No. 2 chair seat.

GRADE C—Stem bands reaching from above water line, painter fastenings, seat braces, No. 58 rudder braces, one pair No. 1 rowlocks, all polished brass. One pair straight blade oars, one foot brace and rudder.

Oars leathered with flange and to lap about four inches unless otherwise ordered.

SQUARE STERN FISHING BOAT OR DINGHY.

(SEE NEXT PAGE.)



SQUARE STERN FISHING BOAT OR DINGHY.

Number	Length, Feet	Beam, Feet	Thickness of Planking, Inches	Number of Seats	Price Grade AA	Price Grade A	Price Grade B	Price Grade C
185	9	3	$\frac{1}{4}$	3	\$ 80 00	\$ 60 00	\$55 00	\$45 00
195	10 1/2	3 1/2	$\frac{1}{4}$	3	87 50	67 50	60 00	50 00
197	12	4	$\frac{3}{16}$	3	100 00	80 00	70 00	60 00
200	13 1/2	4 1/2	$\frac{3}{8}$	4	120 00	92 50	80 00	70 00
205	15	5	$\frac{3}{8}$	4	145 00	115 00	95 00	85 00

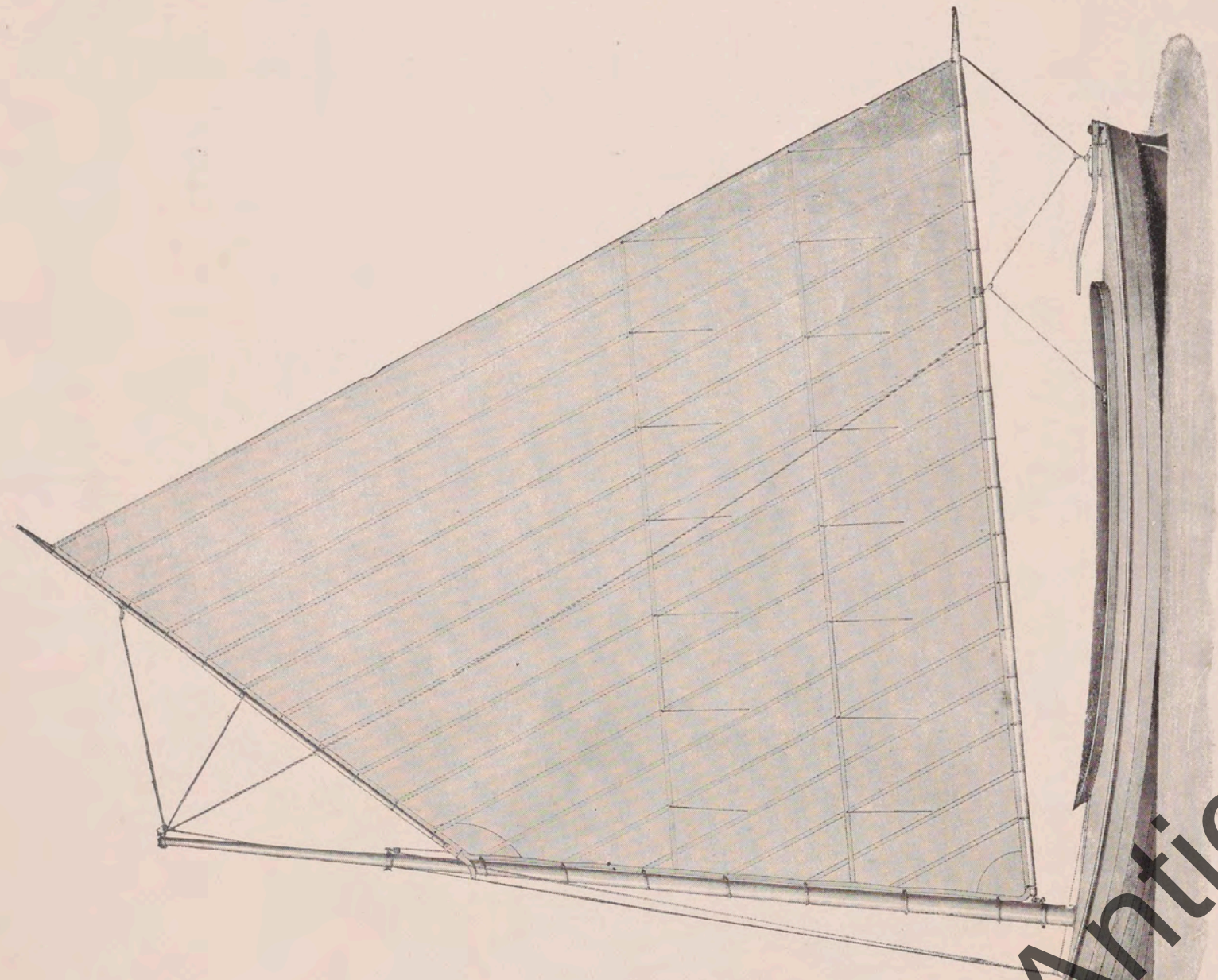
MATERIAL—The same as other row boats of like grade, *except* all wood seats in all grades; ash in Grades B and C, and cherry or other fine wood in the higher grades.

CONSTRUCTION—The same as other row boats of like grades, *except*, in place of decks, breast hooks and corner braces are used, and stern seat is shaped about as here shown. Inside floor 3 to 5 strips screwed to ribs.

FINISH—The same as other row boats of like grades.

FITTINGS—*At above named prices.* For all boats named on this page, one pair of oars and one pair of rowlocks, one pair extra sockets to enable rowing from middle seat, one foot brace and rudder. Rowlocks—pattern known as No. 5—nickel plated for Grades AA and A, polished brass for Grades B and C. These No. 5 rowlocks go on inside of gunwale (not as shown), leaving the gunwale smooth on the outside. (See cut, page 63.) Numbers 200 and 205 are only built to order.

OARS—Spoon blades for Grades AA and A. Straight blades for Grades B and C.



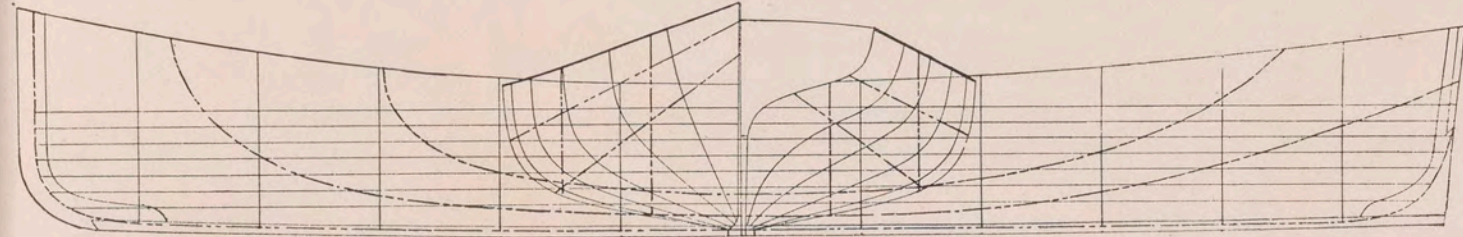
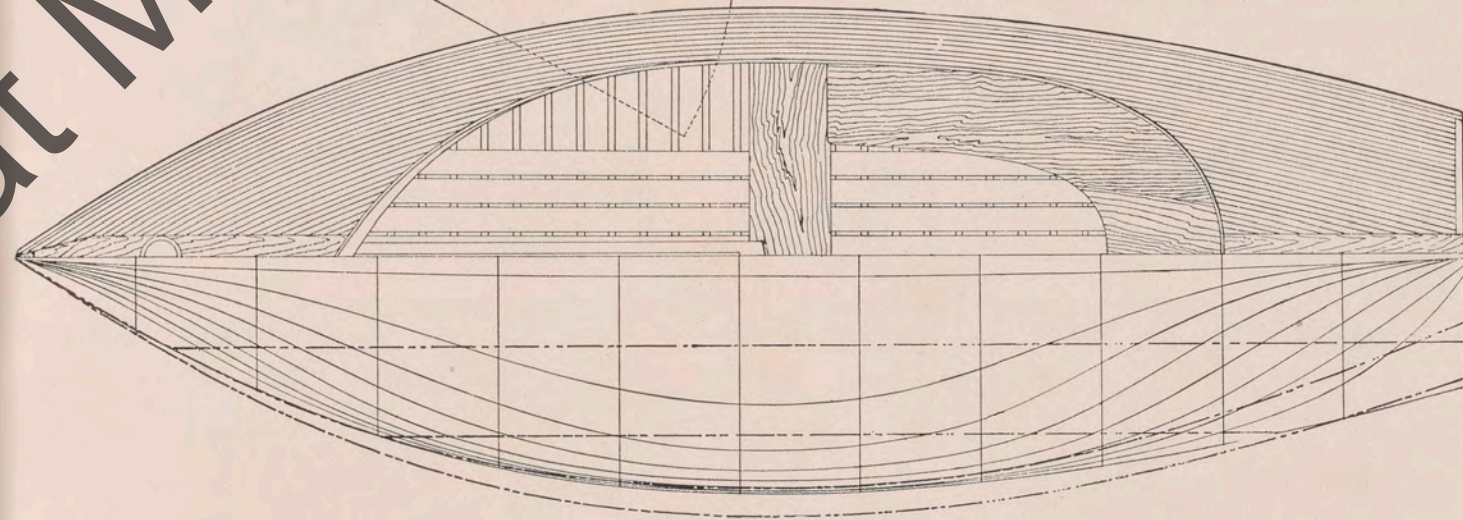
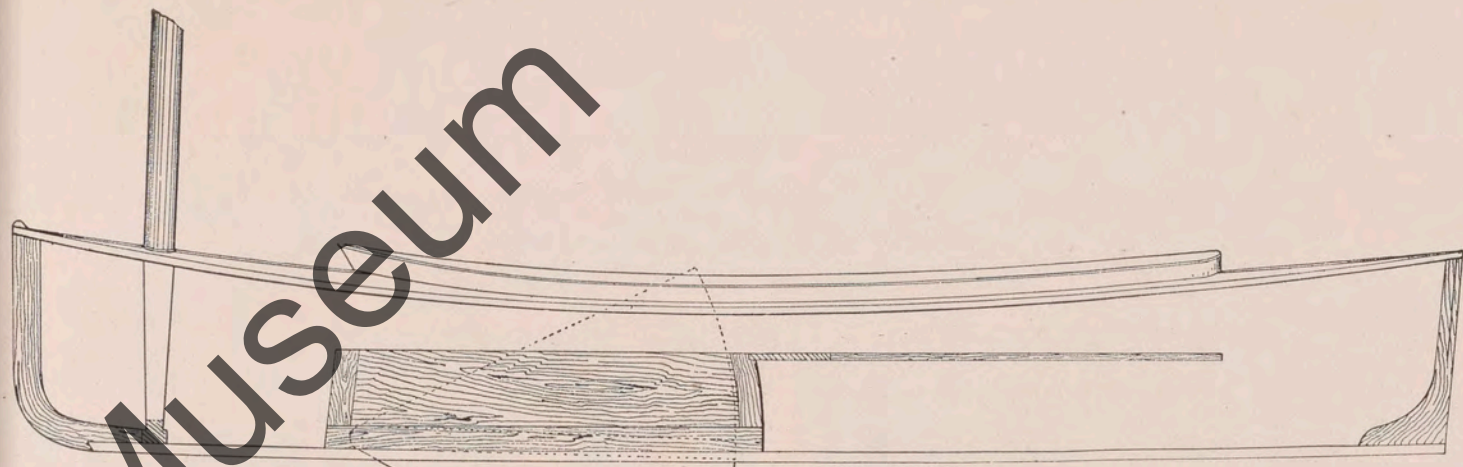
15 x 5

CAT BOAT.

SAIL PLAN.

For description see next page.

For hull plan see page 23.



CAT BOAT.

(Sail plan on preceding page).

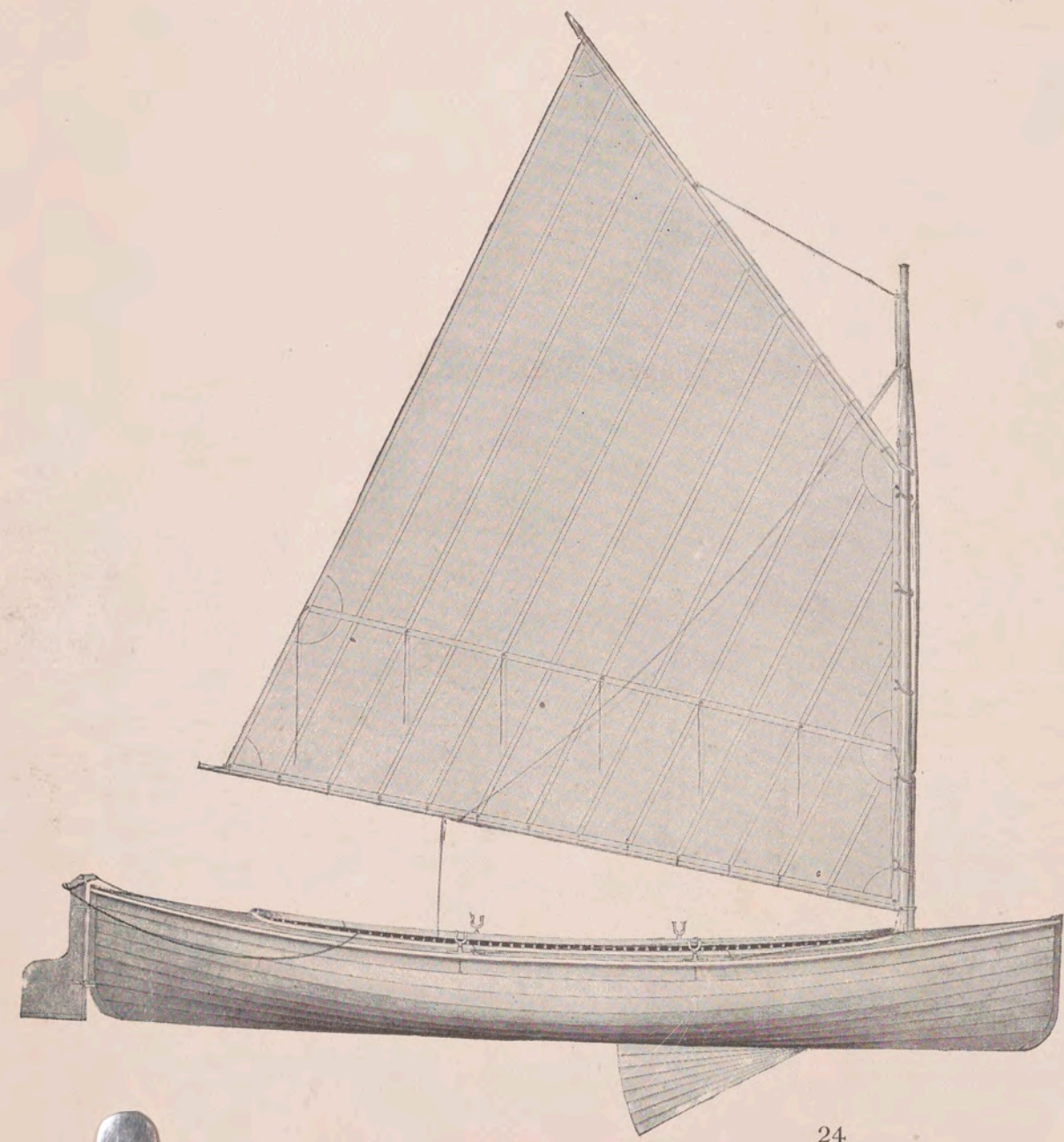
Dimensions—Length, 15 ft.
 Beam, 5 "
 Depth at bow, 30 inches
 " " center, 19 "
 " " stern, 27 "
 Cockpit, about 9 x 4 ft.

MATERIAL—As in like grades of other boats, except seats. Construction the same. Planking $\frac{3}{8}$ inch thick, and all parts in proper proportions. Keel and transom, oak; stem, hackmatack or spruce, natural crook.

FITTINGS—Iron centerboard, 150 ft. Gaff Rig, traveler, wood rudder and tiller, one pair oars and rowlocks.

PRICE—Grade AA, \$275.00
 " " A, 210.00
 " " B, 185.00
 " " C, 160.00

Built only to order.



COMBINATION ROW AND SAIL BOATS.

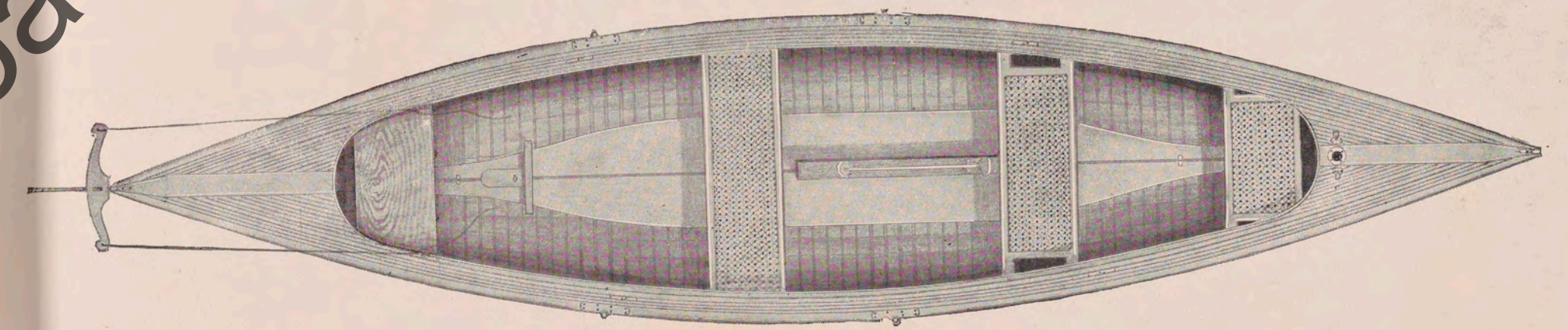
The one shown here is FLORIDA No. 6 (15 x 42), fitted with Gaff Rig No. 21 (75 feet), and No. 2 Radix Centerboard.

A small after or mizzen sail and a main sail with shorter spars than the Gaff rig are preferred by some. Combination row and sail boats are now listed differently than here shown. (See tables).

COMBINATION ROW AND SAIL BOATS.

The average man does not greatly admire a white ash or spruce breeze, and likes to have the wind blow his way. When it does he can hoist any old thing for a sail and take it easy. But the wind is often contrary, or at least, blows from the wrong direction. We therefore devise ways and means to still make it our servant. By use of Lee or Centerboard we make it serve our purpose, and by taking a zig-zag course across it (called tacking) may reach a point dead to windward of our present position. To accomplish this, however, we must take the wind well on the beam, and while it forces the boat ahead as we would have it, it also forces it bodily to leeward and tries to roll it over. It is readily understood then that with a boat entirely open on top but small sail area can be carried, else our lee rail goes under and we come to grief. Hence to give our boat increased sail carrying power we deck it along the sides as well as at the ends and around the cockpit thus formed bend in a low coaming. We call this a

COMBINATION ROW AND SAIL BOAT.



This view shows deck and interior of Florida No. 4, 17 x 42, Grade B, when decked as a Combination Row and Sail Boat. Shown as formerly rigged—with but one mast tube.

COMBINATION ROW AND SAIL BOAT.

IDAHO. (See pages 14-15.)

Number	Grade	Centerboard	Rigs	Area	Price	Number	Grade	Centerboard	Rigs	Area	Price
1	AA	No. 2 Radix	43 and 26	112 Sq. Ft.	\$269 00	1	B	No. 2 Radix	43 and 26	112 Sq. Ft.	\$184 00
2	"	" 2 "	43 " 26	112 " "	259 00	2	"	" 2 "	43 " 26	112 " "	179 00
3	"	" 2 "	42 " 35	100 " "	248 00	3	"	" 2 "	42 " 26	100 " "	173 00
1	A	No. 2 Radix	43 and 26	112 Sq. Ft.	\$224 00	1	C	No. 2 Radix	43 and 26	112 Sq. Ft.	\$159 00
2	"	" 2 "	43 " 26	112 " "	219 00	2	"	" 2 "	43 " 26	112 " "	154 00
3	"	" 2 "	42 " 35	100 " "	213 00	3	"	" 2 "	42 " 35	100 " "	148 00

COMBINATION ROW AND SAIL BOAT.

FLORIDA. (See pages 16-17.)

Number	Grade	Centerboard	Rigs	Area	Price	Number	Grade	Centerboard	Rigs	Area	Price
4	AA	No. 2 Radix	39 and 35	120 Sq. Ft.	\$245 00	4	B	No. 2 Radix	39 and 35	120 Sq. Ft.	\$175 00
5	"	" 2 "	39 " 25	110 " "	235 00	5	"	" 2 "	39 " 25	110 " "	168 00
6	"	" 2 "	39 " 1	103 " "	223 00	6	"	" 2 "	39 " 1	103 " "	158 00
4	A	No. 2 Radix	39 and 35	120 Sq. Ft.	\$210 00	4	C	No. 2 Radix	39 and 35	120 Sq. Ft.	\$150 00
5	"	" 2 "	39 " 25	110 " "	203 00	5	"	" 2 "	39 " 25	110 " "	144 00
6	"	" 2 "	39 " 1	103 " "	193 00	6	"	" 2 "	39 " 1	103 " "	136 00

At the prices here named the outfit for ALL Combination Row and Sail boats will be: Radix centerboard, mast tubes and plates, air tanks, rigs (as named), cleats, rudder, one pair of oars, one pair of No. 2 rowlocks, all of the same kind and grade as would be furnished with same model and grade of row boat. Also a chair seat, of same model and grade of row boat would receive one.

COMBINATION ROW AND SAIL BOAT.

IOWA. (See pages 18-19.)

Number	Grade	Centerboard	Rigs	Area	Price	Number	Grade	Centerboard	Rigs	Area	Price
6	A	No. 1 Radix	38 and 25	95 Sq. Ft.	\$210 00	6	B	No. 1 Radix	38 and 25	95 Sq. Ft.	\$145 00
7	"	" 1 "	29 and 1	88 " "	200 00	7	"	" 1 "	29 " 1	88 " "	135 00
8	"	" 1 "	28 and 1	73 " "	190 00	8	"	" 1 "	28 " 1	73 " "	128 00
6	A	No. 1 Radix	38 and 25	95 Sq. Ft.	\$180 00	6	C	No. 1 Radix	38 and 25	95 Sq. Ft.	\$125 00
7	"	" 1 "	29 and 1	88 " "	170 00	7	"	" 1 "	29 " 1	88 " "	117 00
8	"	" 1 "	28 and 1	73 " "	160 00	8	"	" 1 "	28 " 1	73 " "	110 00

SQUARE STERN FISHING BOAT OR DINGHY.

FINISHED AND FITTED AS A COMBINATION ROW AND SAIL BOAT. (See pages 20-21.)

Number	Grade	Centerboard	Rig No.	Area	Price	Number	Grade	Centerboard	Rig No.	Area	Price
185	AA	No. 1 Radix	18	40 Sq. Ft.	\$130 00	185	B	No. 1 Radix	18	40 Sq. Ft.	\$105 00
190	"	" 1 "	20	60 " "	140 00	190	"	" 1 "	20	60 " "	110 00
195	"	" 2 "	20	60 " "	160 00	195	"	" 2 "	20	60 " "	130 00
200	"	" 2 "	22	100 " "	195 00	200	"	" 2 "	22	100 " "	150 00
205	"	" 3 "	24	150 " "	240 00	205	"	" 3 "	24	150 " "	180 00
185	A	No. 1 Radix	18	40 Sq. Ft.	\$110 00	185	C	No. 1 Radix	18	40 Sq. Ft.	\$ 95 00
190	"	" 1 "	20	60 " "	120 00	190	"	" 1 "	20	60 " "	100 00
195	"	" 2 "	20	60 " "	140 00	195	"	" 2 "	20	60 " "	120 02
200	"	" 2 "	22	100 " "	165 00	200	"	" 2 "	22	100 " "	140 00
205	"	" 3 "	24	150 " "	200 00	205	"	" 3 "	24	150 " "	165 00

PADDLING CANOES. DECKING, FINISH, ETC.

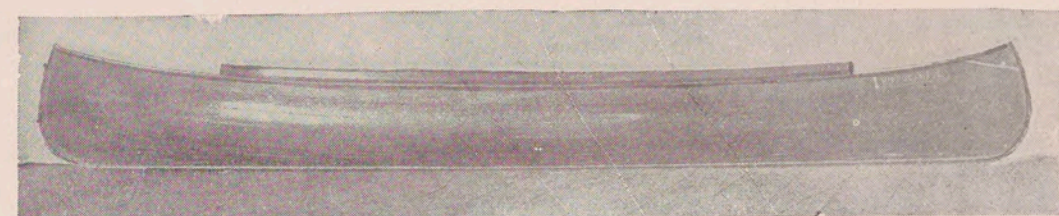
As I make several styles of decking for these canoes, it becomes necessary to designate each in such a manner as will not be confusing to the reader. I will therefore designate them as Styles A, B, C and D.

DESCRIPTION.

STYLE A.—(As shown on page 41). Very short deck, a single piece of wood 6 to 12 inches long, according to length and weight of boat.

STYLE B.—(As shown on page 37). Decks from 18 to 26 inches long, according to size of boat, made of strips about $\frac{3}{8}$ inch thick by $\frac{1}{2}$ inch deep, laid to follow gunwale line and blind nailed to deck beams and to each other. Proper finish is made by putting a thin batten over the center seam and by bending in a low coaming at inner ends of decks. This is the style most in use.

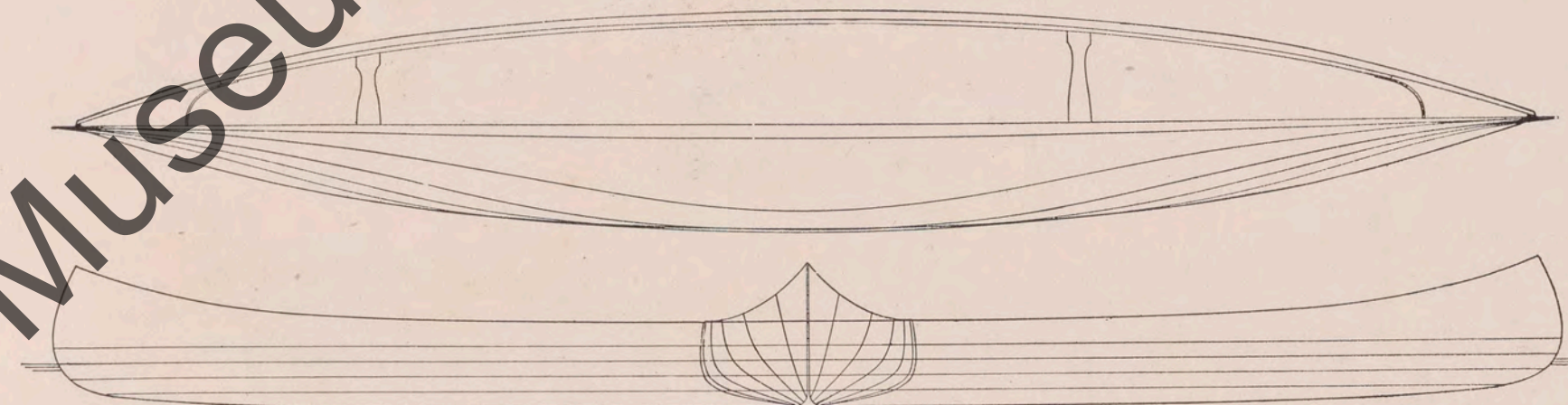
STYLE C.—(As shown here). Bow deck 24 inches long, stern deck 24 inches, deck at each side 2 inches. Coaming about 1 inch high above deck, thus forming a cockpit with oval shaped ends and varying in length according to the length of the canoe, and in width from about 20 to 24 inches in the various canoes. Decking and battens the same as in style B. No seats. This style deck built to order only.



STYLE D.—(Not illustrated). Each individual canoe to be decked to make a cockpit just one-half the entire length of the canoe by from 18 to 20 inches wide with oval ends and placed at about equal distance from either end, leaving the cockpit from $5\frac{1}{4}$ feet in a $10\frac{1}{2}$ ft. canoe, to $8\frac{1}{2}$ feet in a 17 ft. one. Coaming and battens as in Style C. No seats. This style deck built to order only.

CANADIAN MODEL LIGHT PADDLING CANOES.

ARKANSAW TRAVELER.

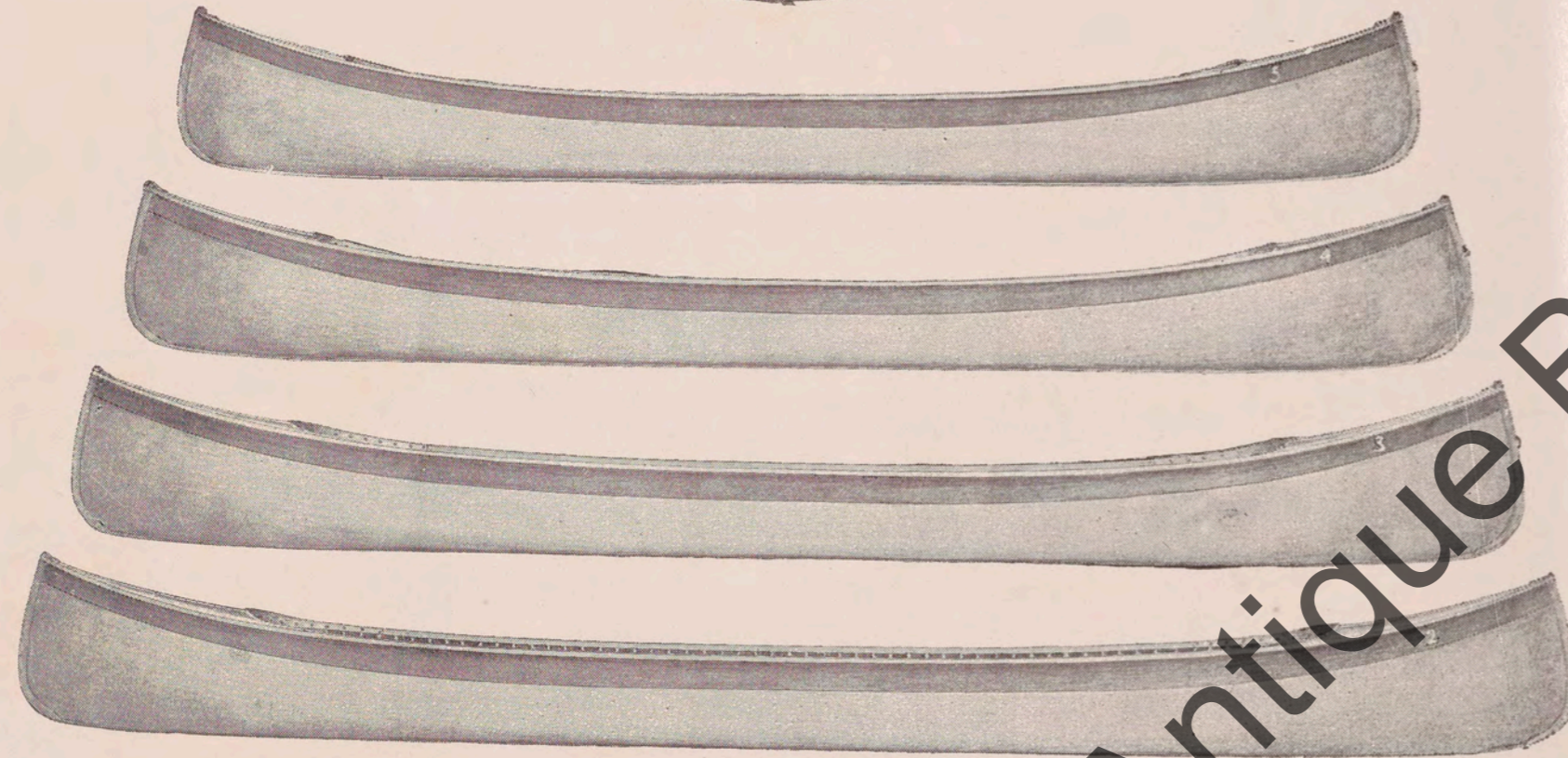
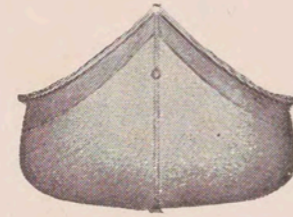


A modification of the Canadian Model, combining to a marked degree fine lines, ease under paddle, speed, safety and stiffness. Of somewhat lighter construction than my other Canadian Models, they will rival the Birch Bark in weight and speed, while far more staunch, seaworthy and durable. Where the style of decking is A or B, two thwarts will be put in each instead of seats. In styles C and D no seats or thwarts at list price, but they may be added as EXTRA. Two single blade paddles will complete the outfit. Weight 45 pounds and upward, according to size and style of decking. Only "A" style decks kept in stock.

Number	Length	Beam	Grade	STYLE OF DECKING			
				A	B	C	D
4	17 Ft.	28 In.	AA	\$78 00	\$80 00	\$87 00	\$94 00
			A	56 00	58 00	65 00	72 00
5	16 Ft.	28 In.	AA	\$75 00	\$77 00	\$84 00	\$91 00
			A	54 00	56 00	63 00	70 00
6	15 Ft.	28 In.	AA	\$72 00	\$74 00	\$81 00	\$87 50
			A	52 00	54 00	61 00	67 50
7	14 Ft.	28 In.	AA	\$69 00	\$71 00	\$78 00	\$83 00
			A	50 00	52 00	59 00	64 00

CANADIAN MODEL CANOES.

ONTARIO.



CANADIAN MODEL CANOES.

ONTARIO.

SEATING.—Either grade, decks style A or B, length 14 ft. or less, have each two seats. If length is 15 ft. or over each has three seats.

Either grade, any length, decks style C or D, have no seats.

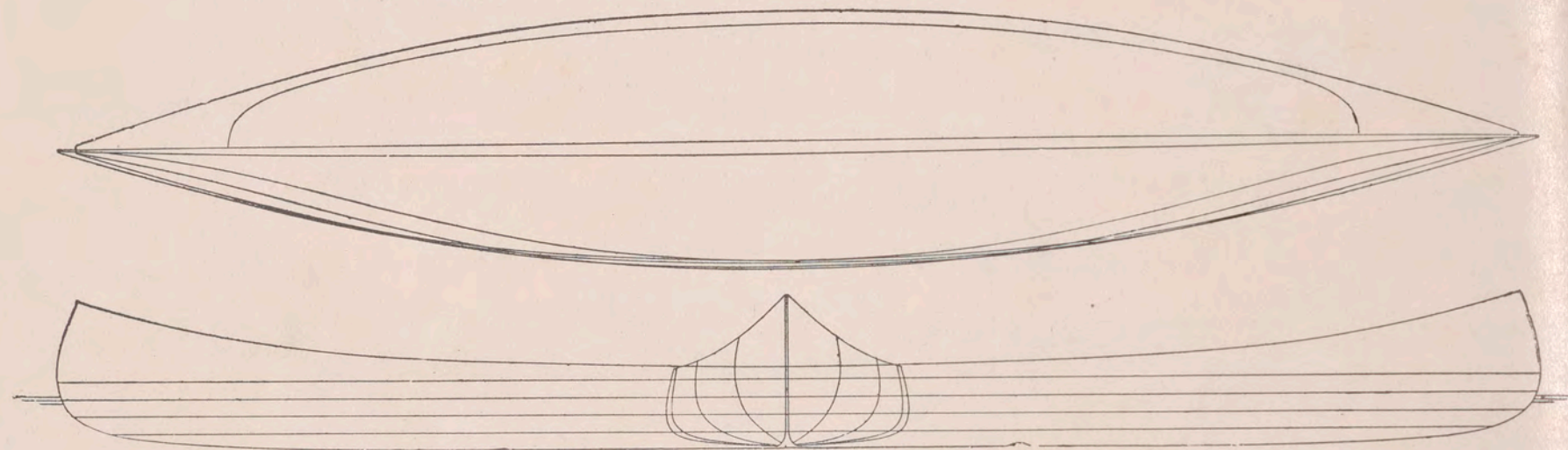
All Ontario model canoes built for stock have Style B decks.

The ONTARIO Canoe measures about 19 in. depth at ends, and 12 in. amidship.

Number.	Length.	Beam.	Grade.	STYLE OF DECKING.			
				A	B	C	D
3	18 Feet	32 inches	AA	\$92 00	\$94 00	\$102 00	\$110 00
3	" "	" "	A	65 00	67 00	67 00	82 00
4	17 "	31 "	AA	88 00	90 00	97 00	104 50
4	" "	" "	A	61 00	63 00	70 00	77 50
5	16 "	30 "	AA	85 00	87 00	94 00	101 50
5	" "	" "	A	59 00	61 00	68 00	75 50
6	15 "	" "	AA	82 00	84 00	91 00	97 00
6	" "	" "	A	57 00	59 00	66 00	72 00
7	14 "	" "	AA	77 00	79 00	86 00	91 50
7	" "	" "	A	53 00	55 00	62 00	67 50
8	13 "	28 "	AA	73 00	75 00	82 00	86 50
8	" "	" "	A	50 00	52 00	59 00	63 50

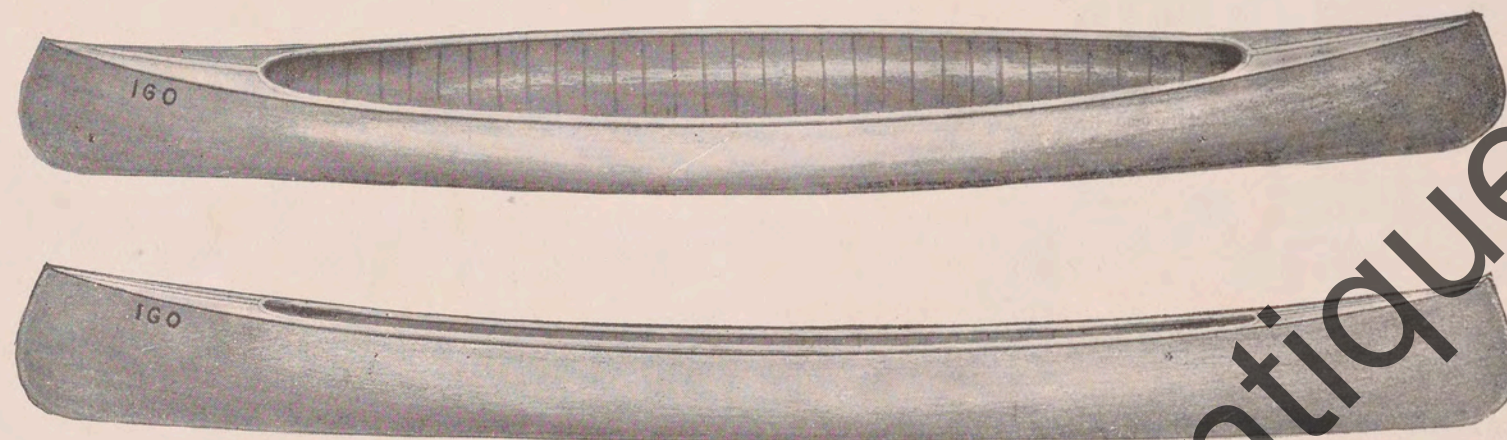
Two single blade paddles constitute the outfit for each canoe. All else *extra*.

CANADIAN MODEL CANOES—IGO.



Number 6

TAKEN FROM WORKING DRAWINGS.



Number 6.

TAKEN FROM PHOTOGRAPH.

CANADIAN MODEL CANOES.

IGO.

The IGO canoe measures about 18 inches in depth at ends and 10½ inches amidship. It is very flat on the bottom, fine lines fore and aft, is very stiff and a swift, easy paddler. As it gets its full amidship bearing on very little draft, it is at its best with a medium load, say two or three persons.

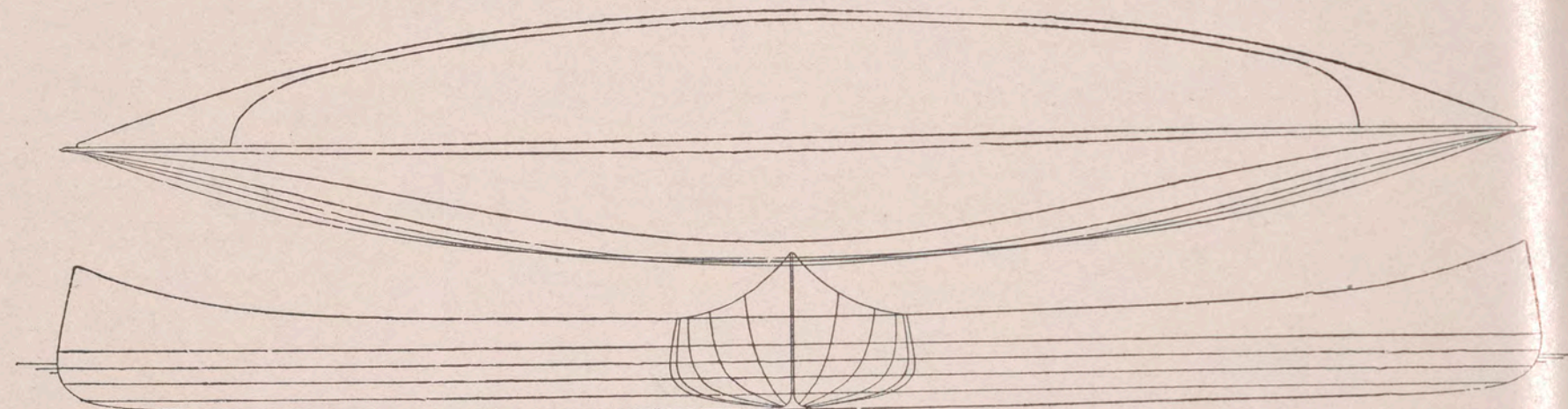
SEATING.—Either grade, decks style A or B, length 14 feet or less, has two seats. If length is 15 feet or over, each has three seats. Either grade, any length, decks style C or D, has no seats.

All Igo model canoes built for stock have B style decks.

Number	Length	Beam	Grade	STYLE OF DECKING			
				A	B	C	D
4	17 Feet	31 Inches	AA	\$88 00	\$90 00	\$97 00	\$104 50
4	17 "	31 "	A	61 00	63 00	70 00	77 50
5	16 "	30 "	AA	85 00	87 00	94 00	101 50
5	16 "	30 "	A	59 00	61 00	68 00	75 50
6	15 "	30 "	AA	82 00	84 00	91 00	97 00
6	15 "	30 "	A	57 00	59 00	66 00	72 00
7	14 "	30 "	AA	77 00	79 00	86 00	91 50
7	14 "	30 "	A	53 00	55 00	62 00	67 50

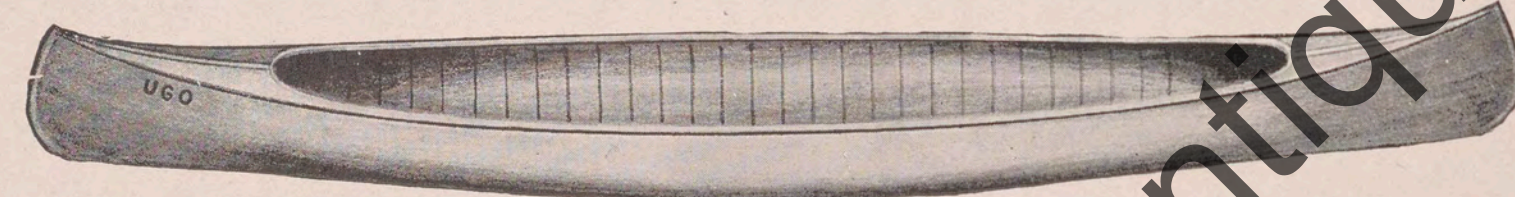
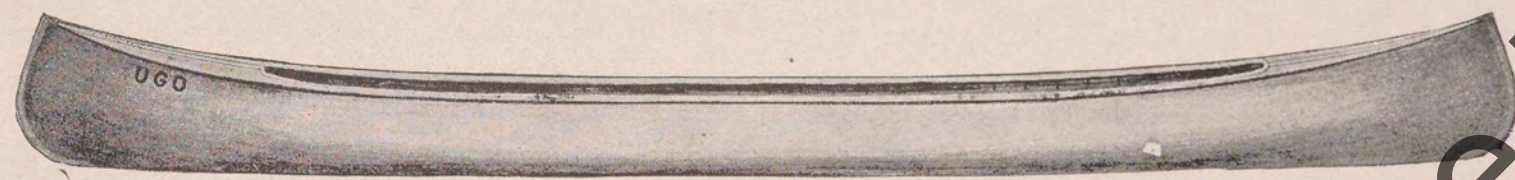
At above named prices the fittings for either grade, any style deck, will be two single blade paddles.

CANADIAN MODEL CANOES.—UGO.



Number 6.

TAKEN FROM WORKING DRAWING.



Number 6.

TAKEN FROM PHOTOGRAPH.

CANADIAN MODEL CANOES.

UGO.

The UGO Canoe measures about 18 inches in depth at ends and 11 inches amidship. It has moderate dead rise, quick bilge, fine lines, carries a heavy load with wonderful stiffness and is swift and easy under paddle.

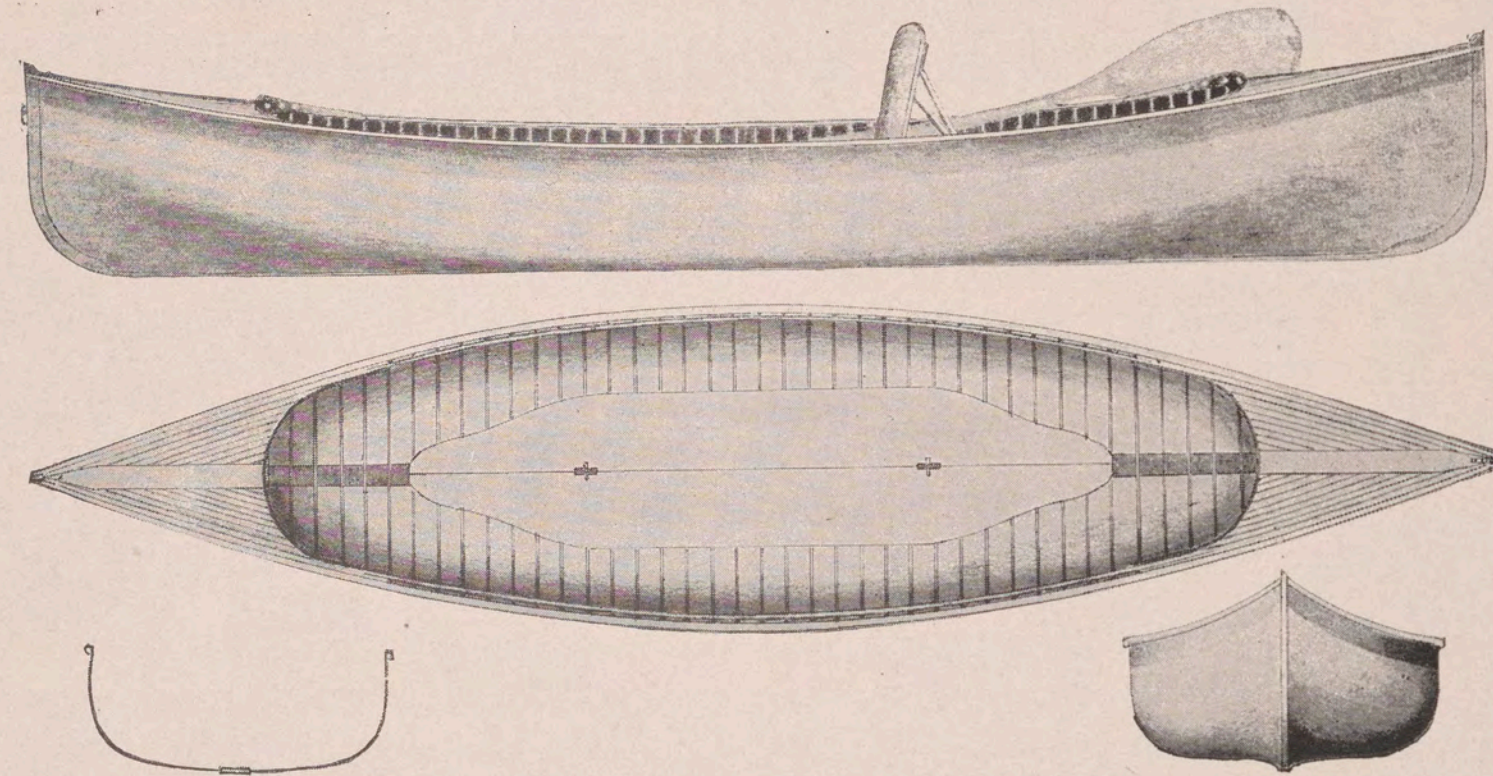
SEATING—Either grade, decks style A or B, length 14 feet or less, has each two seats. If length is 15 feet or over, each has three seats. Either grade, any length, decks style C or D, has no seats.

All Ugo model canoes built for stock have B Style decks.

Number.	Length.	Beam.	Grade.	STYLE OF DECKING.			
				A	B	C	D
4	17 Feet	30 Inches	AA	\$88 00	\$90 00	\$97 00	\$104 50
4	17 "	30 "	A	61 00	63 00	70 00	77 50
5	16 "	30 "	AA	85 00	87 00	94 00	101 50
5	16 "	30 "	A	59 00	61 00	68 00	75 50
6	15 "	30 "	AA	82 00	84 00	91 00	97 00
6	15 "	30 "	A	57 00	59 00	66 00	72 00
7	14 "	30 "	AA	77 00	79 00	86 00	91 50
7	14 "	30 "	A	53 00	55 00	62 00	67 50

At above named prices the fittings for either grade, any style deck, will be two single blade paddles.

PADDLING CANOES—VAUX AND VAUX, JR.

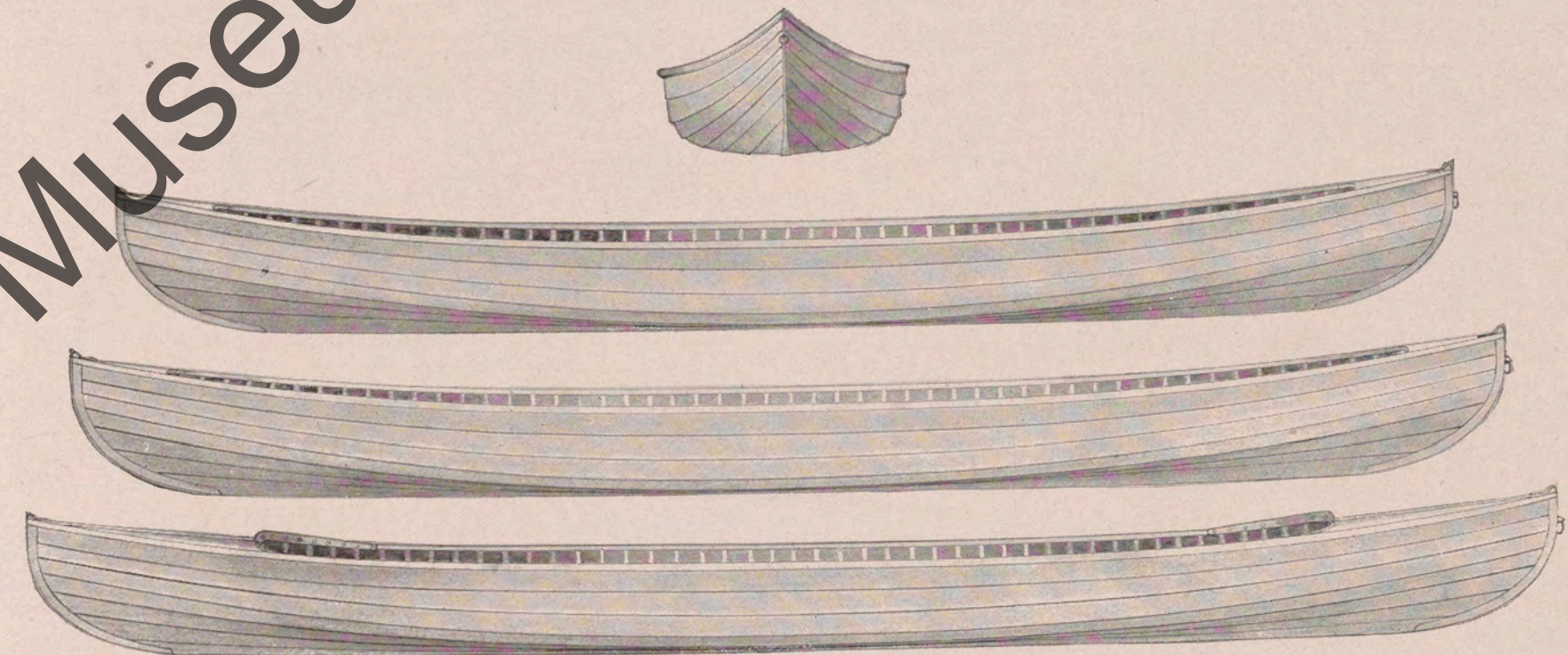


	Length	Beam	Depth at Ends	Depth at Center	Grade	STYLE OF DECKING			
						A	B	D	
Vaux	10½ Feet	26 Inches	16 Inches	10½ Inches	AA	\$75 00	\$76 50	\$83 50	\$87 50
"	"	"	"	"	A	36 00	37 50	44 50	49 00
Vaux Jr.	11½ Feet	26 Inches	16 Inches	10½ Inches	AA	\$83 50	\$85 00	\$92 00	\$94 50
"	"	"	"	"	A	41 00	42 50	49 50	56 50

Built only in Grades AA and A; ¼ in. planking, no fixed seats, otherwise in general construction like rowboats of same grades.

FITTINGS—For either grade are one double blade paddle, with drip cups; one ash folding seat. Only B style decks in stock.

PADDLING CANOES—HURON.



Number	Length	Beam	Depth at Ends	Depth at Center	Grade	STYLE OF DECKING	
						A	B
5	16 Feet	30 inches	18 inches	11 inches	C	\$40 00	\$42 00
6	15 "	30 "	18 "	11 "	"	38 00	40 00
7	14 "	30 "	18 "	11 "	"	36 00	38 00

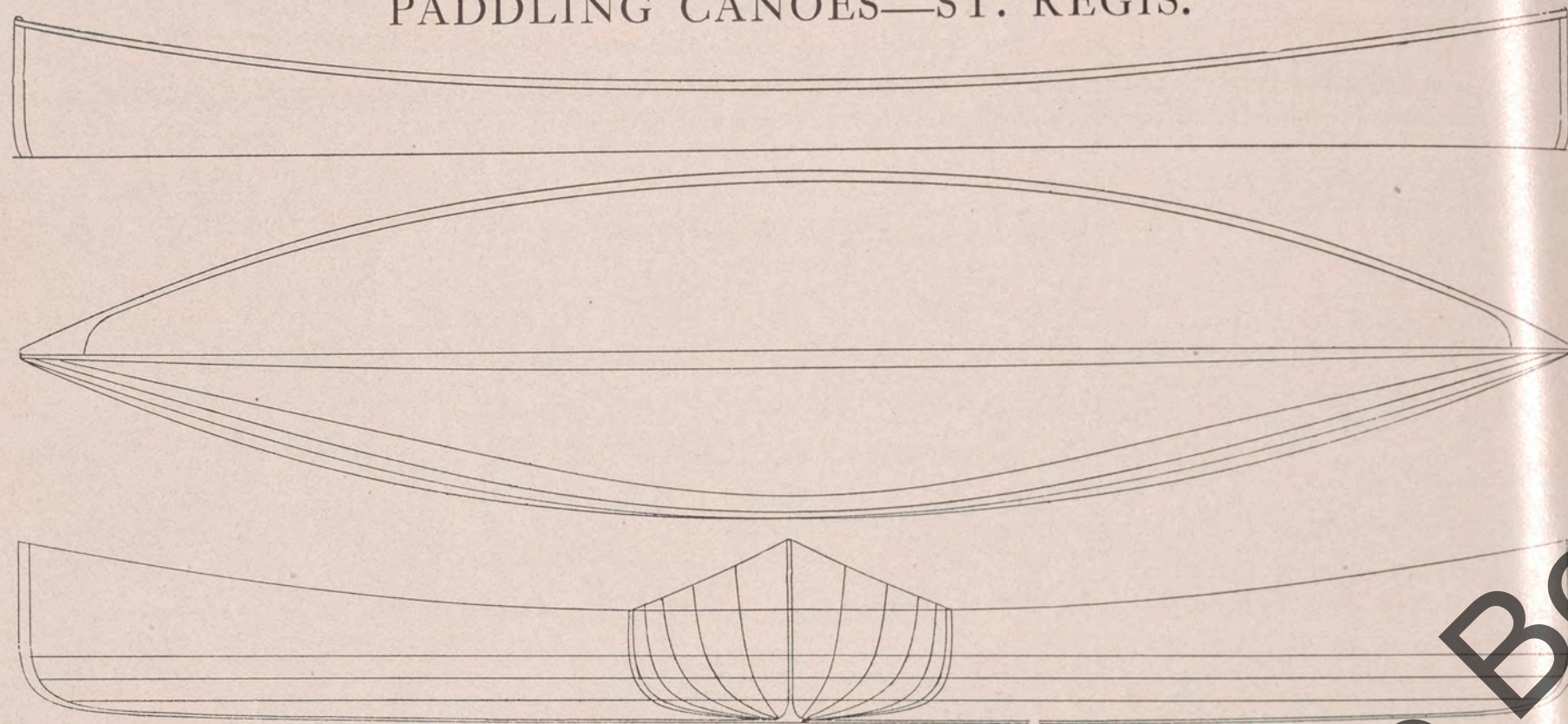
Material, construction and finish the same as Grade C row boats.

Ribs spaced 3 inches; 2 seats.

Outfit—2 single blade paddles.

Style B decking only kept in stock.

PADDLING CANOES—ST. REGIS.



DIMENSIONS—Length, 12 feet; beam, 30 inches; depth at ends, 18 inches; depth amidship, 11 inches; weight about 40 pounds; carrying capacity, one or two persons and baggage.

Special Construction—viz.: Short decks. No seats.*

General Construction—Otherwise than above named, it is in material and construction the same as rowboats of similar grade.

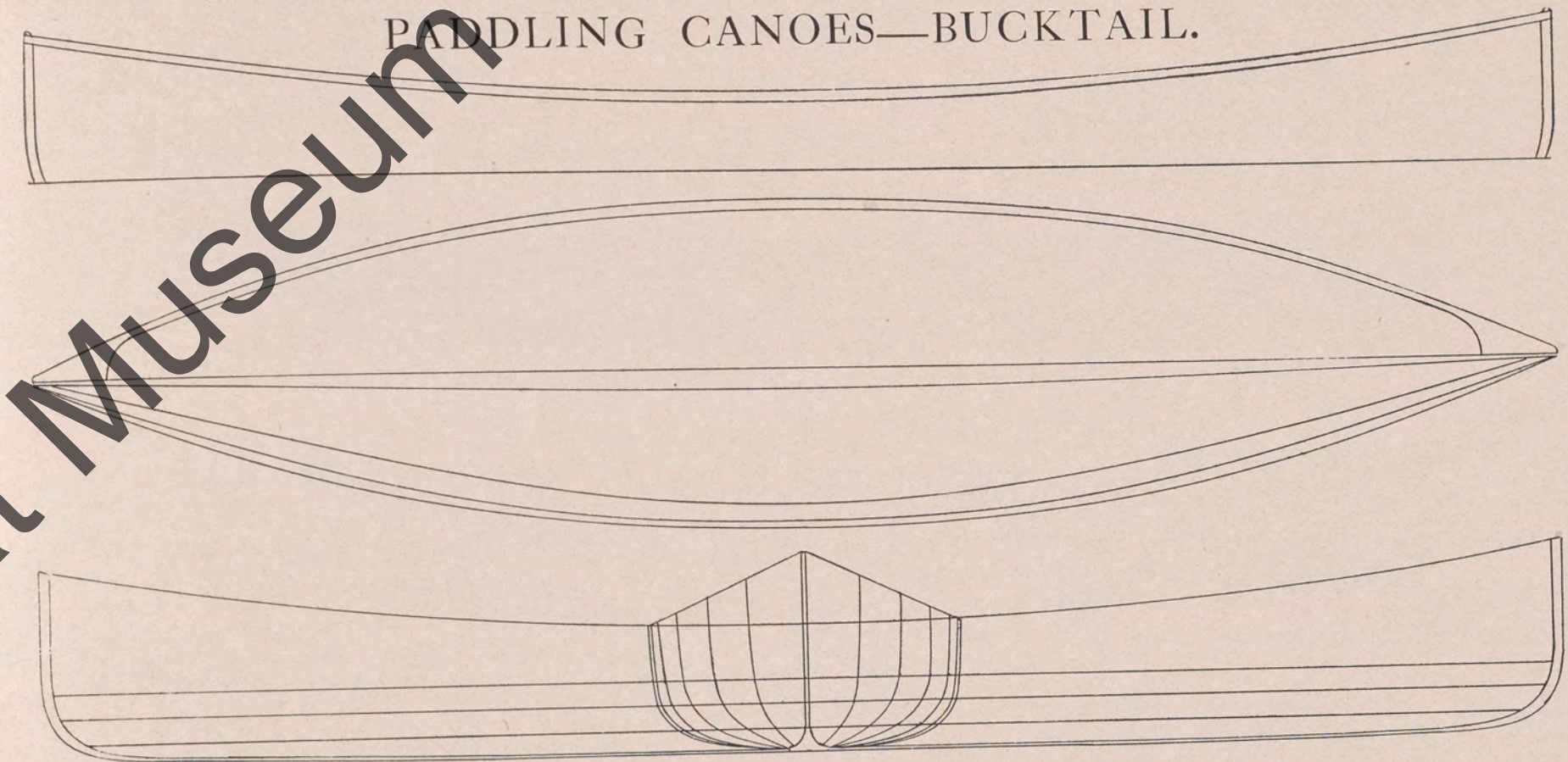
BUILT only in Grades B and C. Style A decking. Grade C only, kept in stock.

PRICES—Grade B, \$36.00. Grade C, \$33.00.

At above named prices the fittings for either grade are—1 ash folding seat; 1 double-blade paddle, with drip cups.

*In canoes so small as Nessmuk, Bucktail, Vaux, Vaux Jr., and St. Regis, the weight of the paddler should be low down, and as his position may have to be changed, according as he has a companion or baggage, or neither, it is thought best to furnish them WITHOUT SEATS, leaving the canoeist to use a rug, cushion or folding seat, as suits him best.

PADDLING CANOES—BUCKTAIL.



DIMENSIONS—Length, 10½ feet; beam, 26 inches; depth at ends, 16 inches; depth amidships, 10½ inches; thickness of planking, ¼ inch; decks about 10 inches long; no seats; weight, about 35 pounds.

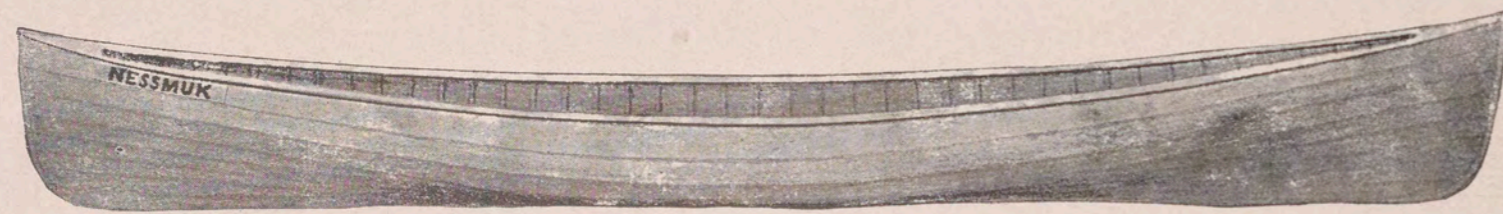
This canoe is a companion to the VAUX, being the same size and model. Very popular with the boys. Built only in Grades B and C. Style A decking.

PRICES—Grade B, \$31.00. Grade C, \$27.50.

At the above named prices fittings for either grade are—one ash folding seat; one double-blade paddle, with drip cups. Grade C only, kept in stock.

FEATHER-WEIGHT CANOES.

NESSMUK.



DIMENSIONS—Length, 10 1/2 feet; beam, 27 inches; depth at ends, 15 inches; depth amidships, 9 inches; weight, about 20 to 22 pounds.

MATERIAL—Keel and stems, oak; planking, white cedar, 3-16 inch thick; gunwales and inwales, spruce; decks, white cedar; ribs, red elm.

CONSTRUCTION—Lapstreak; ribs very light and spaced 3 inches; very short decks; no inside floor.

FITTINGS—1 ash folding seat; 1 double-blade paddle, fitted with drip cups.

PRICE—\$27.50.

INDIAN, ALL CEDAR CANOE.

This canoe is built over the same mould as the Canvas Covered INDIAN, page 48, but has three thwarts and no seats.

INDIAN MODEL—ALL CEDAR CANOE. All white cedar except stems, gunwales and shoe.

DIMENSIONS—Length, 15 feet; beam, 32 inches; depth at center, 12 inches; depth at ends, 24 inches; *weight only* 47 pounds.

MATERIAL—Ribs, planking, thwarts and decks, white cedar; stems, oak or elm; gunwales, cherry; stembands, brass.

CONSTRUCTION—Cedar ribs, 5-16 inch thick, 2 inches wide on bottom, tapering to 1 1/4 inch at gunwale, spaced 2 inches apart and filled in close between (on bottom) with 5-16 inch cedar, forming solid floor. Planking, 3-16 inch thick, put on smooth lap except center seam, which is a square seam covered by thin oak shoe. Clinch fastened throughout. Gunwales shaped like those of the Canadian models, but lighter and rounded a trifle on outer edge. Short decks, three thwarts, no seats, no inwales, 5-16 inch half oval stem bands. Finish, oil and varnish.

FITTINGS—Two single blade maple paddles. PRICE, \$65.00.

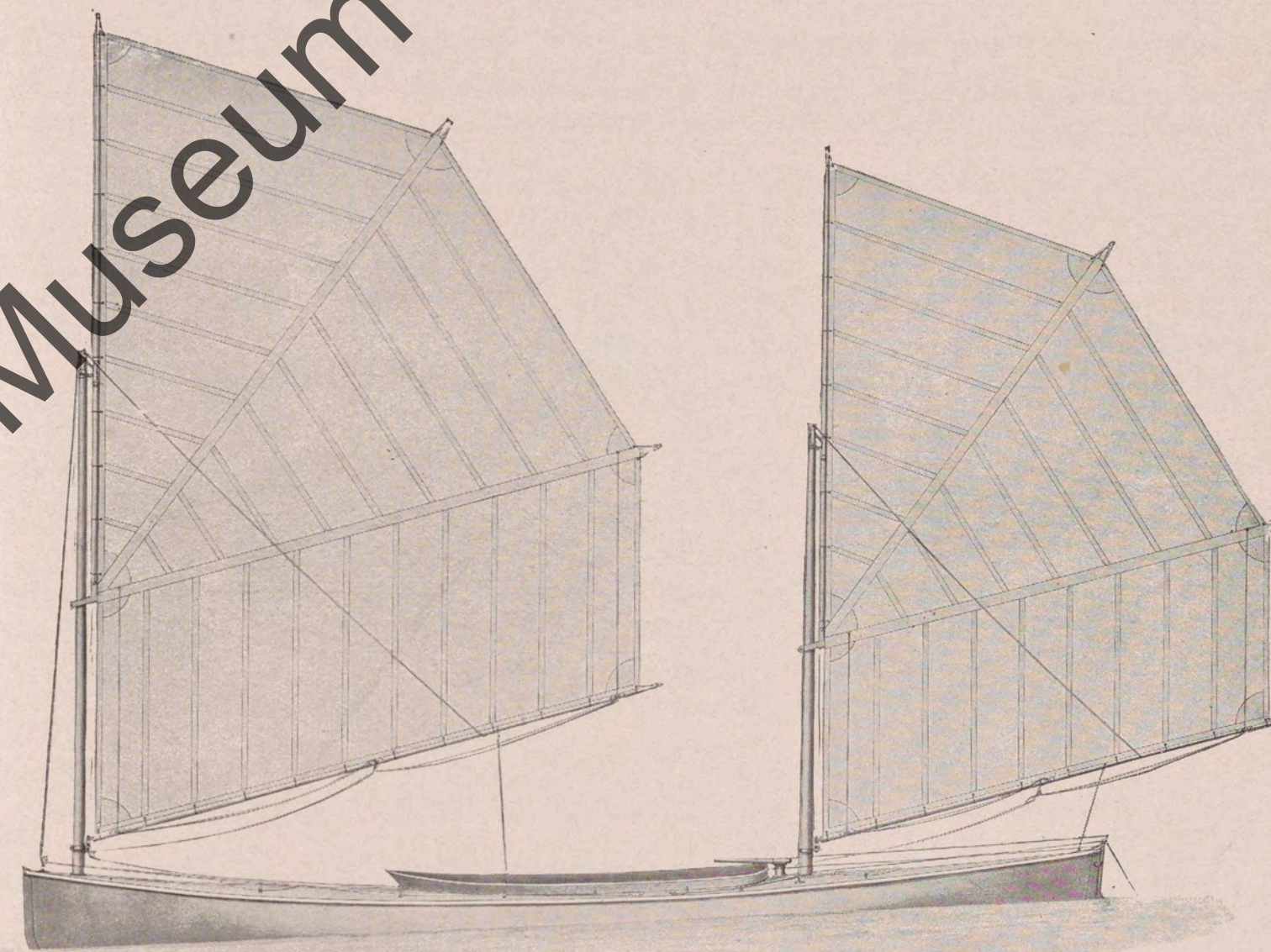
CRUISING SAILING CANOE.

VESPER MODEL—Length, 16 feet; beam, 30 inches; depth at bow, 19 inches; at center, 11 inches; at stern, 16 inches.

MATERIAL—Oak keel; Hackmatack or spruce stem and stern post, natural crook; $\frac{1}{4}$ inch white cedar planking except sheer streak; sheer streak, Spanish cedar; deck and hatches, mahogany; ribs, red elm; coaming, cherry; gunwales, oak or cherry; bulkheads and deck timbers, cedar; inside floor, basswood; all metal work copper or brass; finish, oil and best spar varnish.

CONSTRUCTION—Smooth lap, clinch fastened hull, ribs spaced 2 inches, deck timbers spaced 6 inches; bulkheads $6\frac{1}{2}$ feet between, cockpit about $5\frac{1}{2}$ feet, as shown. Dry stowage fore and aft, with hatches and mast tubes fore and aft as shown. Hatches fasten at sides with metal straps and thumbscrews—with rubber tube ring packing between hatch and deck. No hatches over cockpit. Floor raised to be level with top of No. 1 Radix center board trunk. No air tanks, the dry stowage compartments serving instead. Air tanks and hatches for cockpit can be made for canoes built to order at an extra cost to purchaser of \$7.00 for air tanks and \$10.00 for hatches.

MEASUREMENTS—All lengths and beam, over all. All depths from base line at level with lowest part of keelson to top of gunwale.

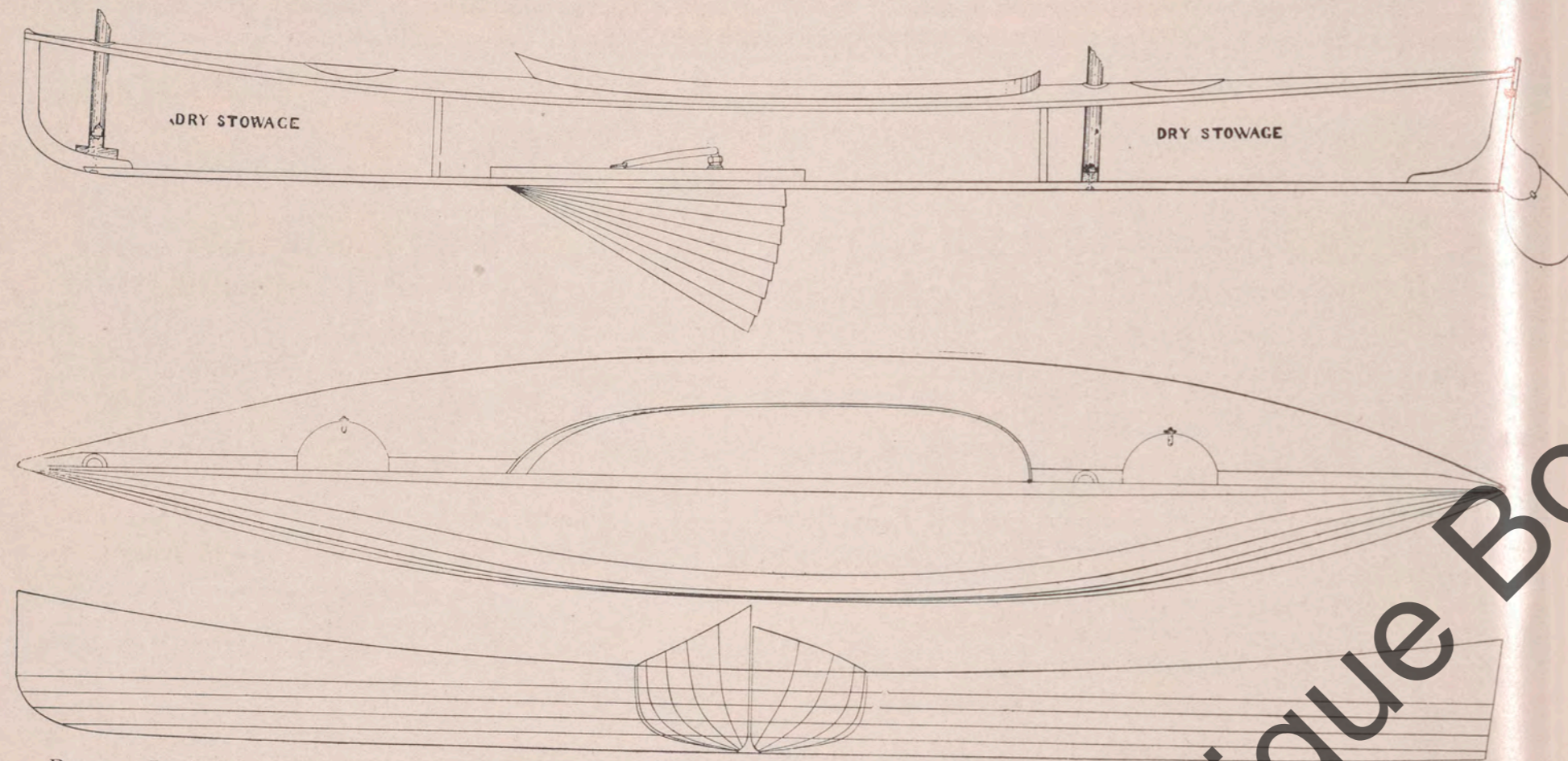


VESPER.

SAIL PLAN.

(Bailey improved sails, double halliard.)

CRUISING SAILING CANOES—VESPER.



PRICE—Including only mast tubes, plates and hatch fastenings, \$100.00.

“ “ No. 1 Radix centerboard, Drop Rudder No. 1 (not as shown above), 4 cleats. Rigs No. 42 and 40 (double halliard), 106 sq. ft., 9 foot double blade paddle with drip cups. Folding cushion of corduroy, hair filled; 30 inch sliding deck seat, and steering gear No. 61, \$170.00.

CANVAS COVERED CEDAR CANOES.

The many inquiries for this kind of canoe caused me in 1900 to take up their construction and in the Autumn of that year I secured the services of a Maine builder, with fourteen years experience on that kind of work. Two models, “Indian” and “Indian Girl”, were made, and two hundred canoes were sold the first season. This was followed by the sale of four hundred in 1903. With this evidence of popularity before me, I decided to *add* to this class of boats, and now offer a series of larger canoes. The larger canoes are expected to form a welcome addition to CLUB FLEETS when crews of four to six men wish to contest for prizes; also for hunting and exploring parties, and, fitted with seats, oars and rowlocks, or out-riggers, they will make fine family boats.

VARIATIONS IN MODEL, CONSTRUCTION OR FINISH cannot be made in canvas covered boats, except at expense in time and cash entirely out of proportion to the benefit derived. The first step toward construction is a drawing, for convenience made about 1 1/2 inch to 1 foot. This is enlarged to full size and a mould made. This mould will cost \$50.00 and upward. The ribs are bent over it, and also the inwales, and it is then planked in. Material, as stems, ribs, inwales, planking, seat frames, gunwales, floor gratings, are gotten out in large quantities of each kind at one time, and when one mould is set up for use a goodly number must be built before changing to some other size. The same with other parts of the work. Deviation from this can not be made to advantage to either buyer or seller. DO NOT ASK IT.

FINISH—I always try to have a few of each model, size and grade ready for shipment. In stock canoes the color will be GREEN. Others will be held when ready for the *color* and can be colored as desired, and shipped in four or five days from receipt of order.

The following pages will give description and prices, (net).

CANVAS COVERED CEDAR CANOES.

MODELS AS SHOWN ON PAGES 48, 49 AND 50.

INDIAN GIRL MODEL—Built in four sizes, viz.: 15, 16, 17 and 18 feet (see table of dimensions, weights and prices). This is, beyond a doubt, the most attractive canoe model ever offered. With three inches less sheer than "Indian," finer lines at bow and stern, yet with nearly the same flat floor amidship, it looks more graceful on the water, is a faster and easier paddler, while lacking nothing in stiffness or load carrying power.

INDIAN MODEL—Built in one size only, viz.: length, 15 feet; beam, 32 inches; depth amidship, 12 inches; depth at bow and stern, 24 inches. All are outside measurements. Very flat on bottom, with rather full water lines. A very staunch canoe and very attractive where the greatest practical sheer is desired.

GRADES—Each model and size will be built in two grades, called A and B.

GENERAL DESCRIPTION.

GRADE A—*Material*—Elm stems, steam bent; clear white cedar ribs and planking; cherry inwales and gunwales; cherry decks, thwarts and seat frames; cane seats; ash gratings; polished brass stem bands, No. 10 duck. All exposed fastenings copper or brass.

CONSTRUCTION—Ribs, 2 x 5-16 at bottom, tapering to 1 1/4 x 5-16 at inwale, spaced two inches apart. Planking 3-16 inch thick, square seam, clinch-fastened to ribs. Inwales rabbeted for planking and pocketed for the ends of the ribs. Gunwales shaped the same as in the all wood canoes Ontario, Igo, &c. This style of gunwale gives vastly superior strength and beauty over any other method of construction. A grating (not shown in cut) composed of six light ash strips fastened to skin-fitted thwartship timbers completes the woodwork. No outside keel, except as an extra.

Height of Seats—The stern seat is placed just below the inwales, the forward seat about four inches lower.

FINISH—On the canvas, two coats of special filling, two of color and one of varnish. On the exposed wood, one coat of linseed oil and two of best spar varnish.

COLORS—The prevailing color for stock goods will be *moss green*. Other ordinary colors furnished at the same price, but white or fancy colors, or striping or lettering, will be charged extra.

CANVAS COVERED CEDAR CANOES.

GRADE B—*Material*—Elm stems, sound white cedar ribs and planking. Inwales, covering strips, thwarts and seat frames of ash. No. 10 duck; cane seats; polished brass stembands. All exposed fastenings of copper or brass.

CONSTRUCTION—Stems, ribs and planking the same as in Grade A. The gunwales or top finish will be a substantial inwale to which the ends of the ribs are fastened, a thin strip of wood on the outside over the canvas and another on top, covering the otherwise exposed ends of the ribs and edge of planking and canvas, and making a proper finish. While this method is neither so strong nor handsome as the Grade A, it is the method employed by all other builders, and seems to be satisfactory in medium priced canoes. No inside grating nor outside keel except as an extra. In other respects the construction will be the same as Grade A.

FINISH—On the canvas, two coats of special filling, two of color and one of varnish. On the exposed wood, one coat of linseed oil and two of best spar varnish.

COLORS—The prevailing color for stock goods will be *moss green*. Other ordinary colors furnished at the same price, but white or fancy colors, or striping or lettering, will be charged extra.

INDIAN GIRL.

No.	Length	Beam	Depth at Center	Depth at Ends	Weight Grade A	Price Grade A	Weight Grade B	Price Grade B
1	15 ft.	32 in.	12 in.	21 in.	58 to 62	\$40 00	56 to 60	\$32 00
2	16 "	32 1/2 "	12 "	21 "	60 to 66	41 00	58 to 64	33 00
3	17 "	33 "	12 "	21 "	65 to 75	42 00	60 to 66	34 00
4	18 "	33 1/2 "	12 "	21 "	75 to 85	44 00	70 to 80	36 00

At above named prices no fittings are included.

EXTRAS—All decking other than standard length (about 15 inches) costs extra. The decks are put in place before the canvas goes on, therefore *any change*, however little, means extra cost and delay in shipment.

Ash decks, as in Grade B, if over 15 in. up to 30 in., \$5.00 Lettering—Name painted, plain letters, both sides of
 Cherry " " " A, " " " " " 6.00 canoe, - - - \$1.00
 Oak outside keel, not exceeding 1 x 1 inches - 1.50 Single blade Maple paddles, 4 1/2 to 5 1/2 ft., each - 1.50
 Colors—White or fancy colors or striping, from \$2.00 up Grating for Grade B, - - - 1.00

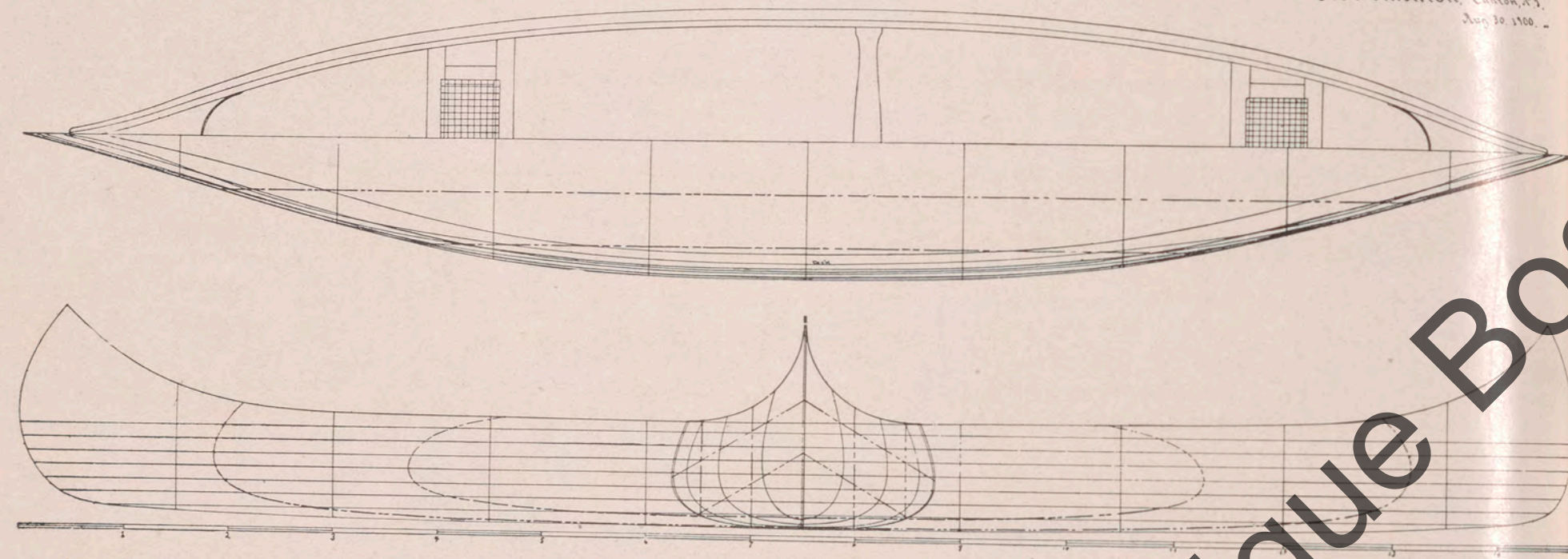
Other fittings as per regular lists, and all changes in construction must be the subject of correspondence.

PACKING—Canoes will be packed in burlap and excelsior or crated (at option of maker) without extra charge from price list, but if both are asked for the extra cost will be \$1.50.

CANVAS COVERED CEDAR CANOES—INDIAN.

DIMENSIONS—Length, 15 feet; beam, 32 inches; depth at center, 12 inches; depth at ends, 24 inches.
Weight, 59 to 65 pounds.

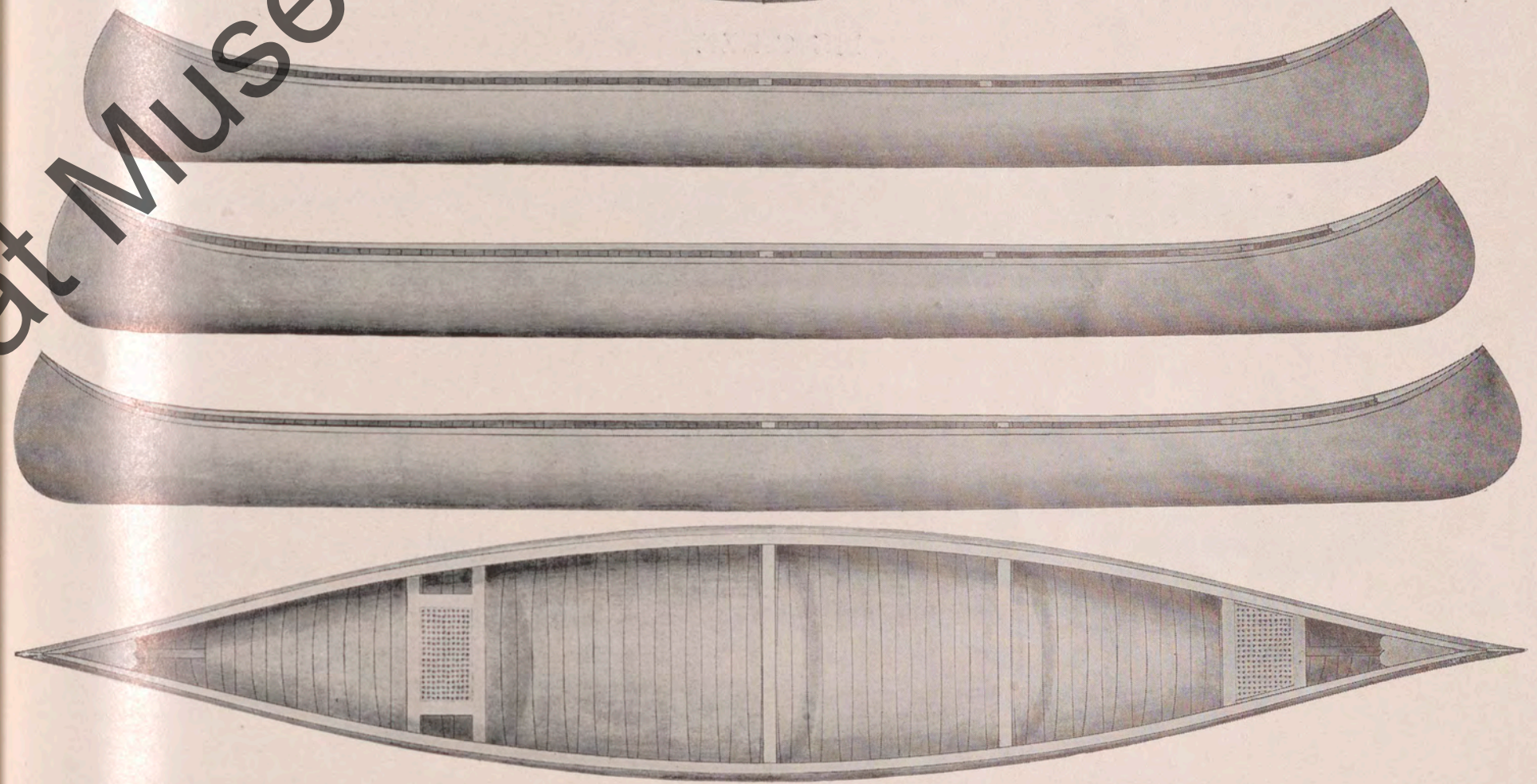
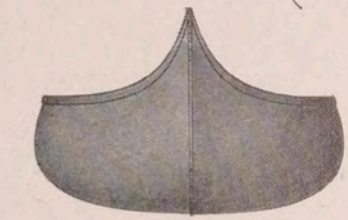
15' x 31"
Canvas Canoe.
Designed by
J. H. Rushton, Canton, N.Y.
Aug. 20, 1900.



PRICE—Canoe only—Grade A, \$41.50; Grade B, \$33.50. Size and model the same as Indian, all cedar.
For prices of extras, see table, page 47.

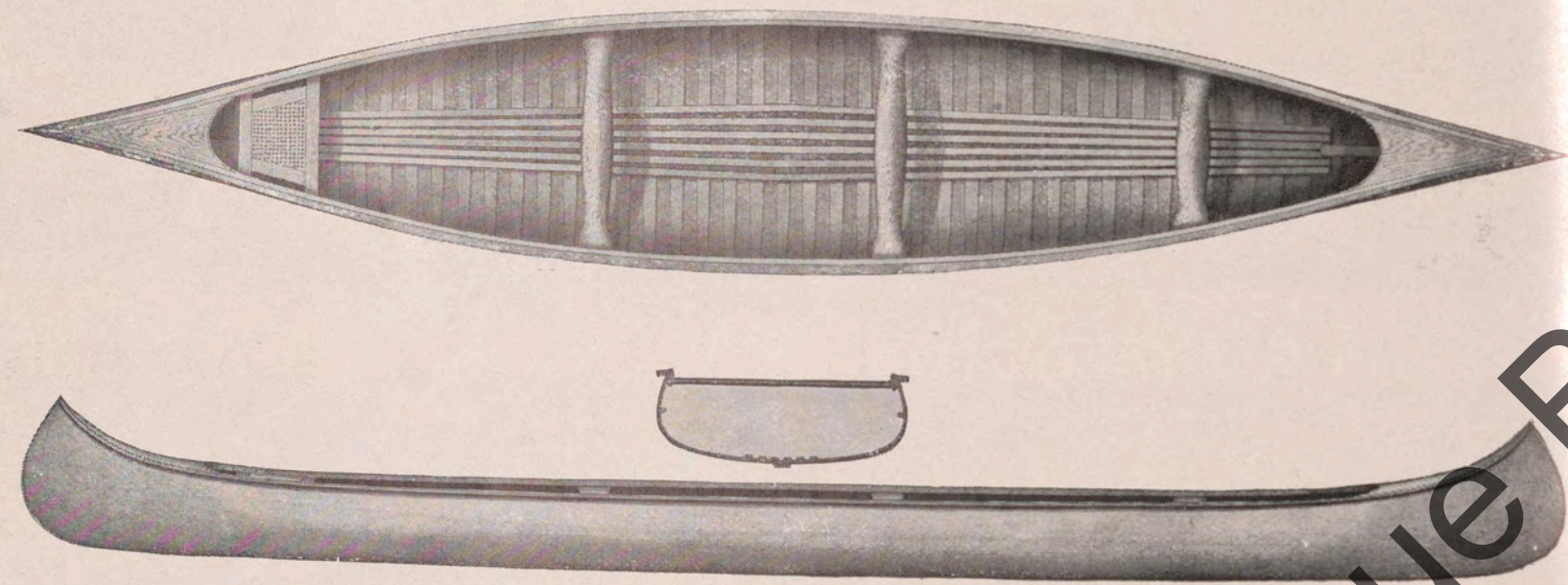
INDIAN GIRL. (See page 47.)

Canvas covered Canoes
15' 16' 17'
Designed by J. H. Rushton
Canton, N.Y. Dec. 1901.



CANVAS COVERED CEDAR CANOE.

BIG CHIEF.



18, 19, 20 and 21 feet. This cut shows the 19-foot one.

CANVAS COVERED CEDAR CANOE—BIG CHIEF.

Believing, from the many inquiries received, that there would be a market for a larger canoe than *INDIAN GIRL*, in the summer of 1903 I designed one on nearly the same lines. This canoe, fitted with oars and rowlocks or outriggers, will make a splendid family boat, also being just the thing for club crews of four to six persons. It will be called *BIG CHIEF*, and be built in four sizes. (See table.)

GRADE—For 1904 it will only be built in Grade A.

MATERIAL—Will be the same as *Indian Girl* in Grade A, except No. 8 duck will be used instead of No. 10.

CONSTRUCTION—The same as *Indian Girl*, *except* the ribs will be $\frac{3}{8}$ inch thick. The decks about 22 inches long, the inner end finished with a small coaming as shown. Only a stern seat will be put in, but seat rails or ledges will be fitted, and one or more other seats can be furnished and placed as desired.

FINISH—The same as the other canvas canoes, viz: Filling and color on the canvas, oil on the wood, varnish over all.

Number	Length	Beam	Depth at Center	Depth at Ends	Weight	Price
1	18 ft.	37 in.	12½ in.	24½ in.		\$53 00
2	19 "	37½ "	12½ "	24½ "		55 00
3	20 "	38 "	12½ "	24½ "		57 50
4	21 "	38½ "	12½ "	24½ "		60 00

At above named prices only the stern seat (as shown) is included, and no fittings; but packing for shipment (crate, or burlap and excelsior, at option of builder) and free delivery at express office or railroad station in *Canton, N. Y.*, are included.

EXTRAS—Cane seats (other than the stern) each, - \$1.50
Oak outside keel, ½ in. thick 2 in. wide in center 2.00
Packing—If both burlap and excelsior and crate are required, \$2.00.

Colors—Vermillion, \$2.00; white, \$2.50; gold leaf stripe ½ inch wide, \$2.50; name, on both sides, colors or gold leaf, plain block letters, \$1.00. For paddles or other fittings, see lists of those articles.

GENERAL DESCRIPTION OF SAILS, SPARS, ETC.

SAILS—I am using the best brand (Langdon G. B.) bleached cotton for areas up to 100 square feet. Over that area bleached Wamsutta Drills. All sails bighted 10 inches unless otherwise required. **NON-ELASTIC WEB** (instead of rope) is used on the edges of all sails, single on areas under 50 square feet, over that area on both sides.

MASTS AND SPARS—Material: If 3 inches or upward in diameter, natural growth Spruce. Under that, best sawed Spruce. Sizes: Up to and including sail areas of 75 square feet to fit tubing of 2 inches inside diameter. Between 75 and 100 square feet, 2 1/4 inch; 100 and under 125 square feet, 2 3/4 inches, and 4 inches for areas of 125 feet and upward.

LATEEN RIGS.

While the Lateen is a handy and effective rig in small areas, on account of the length of spars required, it is not desirable in sizes over 50 square feet and is mostly used for mizzens, where only a few feet area is required to balance the mainsail. This sail will be rigged in two ways—call them A and B.

STYLE A—A very short mast with metal pin in top; a small ring lashed to the yard, about two-fifths the distance from connecting ring to peak, which hooks over the pin when sail is in position. A single (No. 24) jaw is attached to side of boom, a few inches aft of connecting ring, which engages the mast and holds the sail in position. The sheet rope completes the rig.

STYLE B—Has mast headgear (No. 11); foot gear (No. 12); boom fastener (No. 16), and hoists with a halliard.

Number	Length on Boom	Length on Yard	Length on Leach	Area Square Feet	Price of Sail Only	Price of Rig Style A	Price of Rig Style B
1	5 Ft. 1 1/2 In.	5 Ft. 9 In.	6 Ft. 0 In.	13	\$1 35	\$4 25	\$ 7 25
2	5 " 10 1/2 "	6 " 6 "	6 " 10 "	17	1 75	4 75	7 75
3	6 " 9 "	7 " 8 "	7 " 10 "	23	2 20	5 50	8 50
4	7 " 7 "	8 " 6 "	9 " 0 "	30	2 65	6 25	9 25
5	8 " 3 "	9 " 3 "	9 " 6 "	35	3 00	7 00	10 00
6	9 " 3 "	10 " 6 "	11 " 0 "	45	3 75	7 75	10 75

GENERAL DESCRIPTION OF SAILS, CORDAGE, ETC.

CORDAGE.

FINE BRAIDED COTTON—"SAMPSON" MAKE.

No. 8,	about 9/32	inch diameter,	per yard	-----	\$0 05
" 7,	" 1/4	" " " "	" " " "	-----	045
" 6,	" 7/32	" " " "	" " " "	-----	04
" 5,	" 3/16	" " " "	" " " "	-----	035
" 4,	" 5/32	" " " "	" " " "	-----	03
" 3 1/2,	" 1/8	" " " "	" " " "	-----	025
" 3,	-----	" " " "	" " " "	-----	02
" 2,	-----	" " " "	" " " "	-----	015

LEG O' MUTTON RIG.

The Leg o' Mutton or Mutton Leg rig is a very old one, and though not so much used as formerly, is still a favorite with many. The only objection to it being that it requires a very long mast for the area. This sail will be rigged in three ways—call them A, B and C.

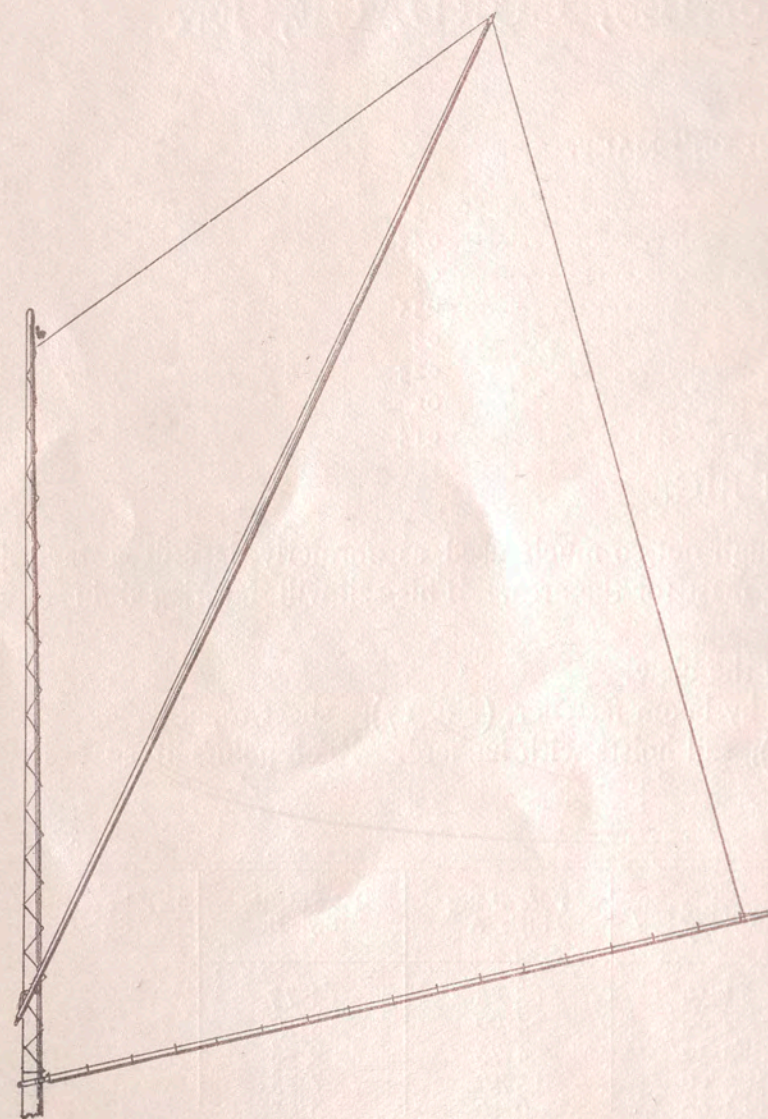
STYLE A—Just the sail lashed to the mast, and a sheet rope fastened to the clew.

STYLE B—Sail lashed to the mast and boom; boom connected to mast by boom fastener, (No. 17); sheet rope.

STYLE C—Sheave in head of mast; mast rings; boom fastener (No. 17); sail hoists with halliard. Reef points if so ordered on style C.

Number	Length on Boom	Length on Mast	Length on Leach	Area Square Ft.	Price of Sail only	Price of Rig Style A	Price of Rig Style B	Price of Rig Style C
7	4 Ft. 3 In.	7 Ft. 3 In.	7 Ft. 10 In.	15	\$1 50	\$3 25	\$4 75	\$ 6 75
8	5 Ft. 0 In.	8 Ft. 0 In.	8 Ft. 9 In.	20	2 00	4 00	5 50	7 50
9	5 Ft. 9 In.	8 Ft. 9 In.	9 Ft. 8 In.	25	2 50	4 75	6 25	8 25
10	6 Ft. 9 In.	10 Ft. 4 In.	12 Ft. 5 In.	35	3 00	5 50	7 25	9 50
11	8 Ft. 2 In.	12 Ft. 3 In.	13 Ft. 8 In.	50	4 00	6 50	8 25	10 75

DESCRIPTION AND PRICES OF RIGS.



SPRIT SAIL RIG.

This is a very simple rig—cheap because it requires no metal fittings except boom fastener (No. 17) and mast clamps. It cannot be reefed. To lower the rig you go forward in the boat and remove the lower end of the sprit from the loop by which it is held to the mast; tip the boom up against the mast and lift the mast from the tube. It is a very effective rig and is used considerably on open skiffs, but is not considered as safe as some others, because it cannot be lowered without shifting position in the boat.

Number	Area	Price Sail Only	Price Complete
12	15	\$1 40	\$4 75
13	25	2 25	5 50
14	40	3 50	6 25
15	50	4 25	7 00
16	65	5 50	8 00
17	80	6 50	9 25

FORE AND AFT OR GAFF RIG.

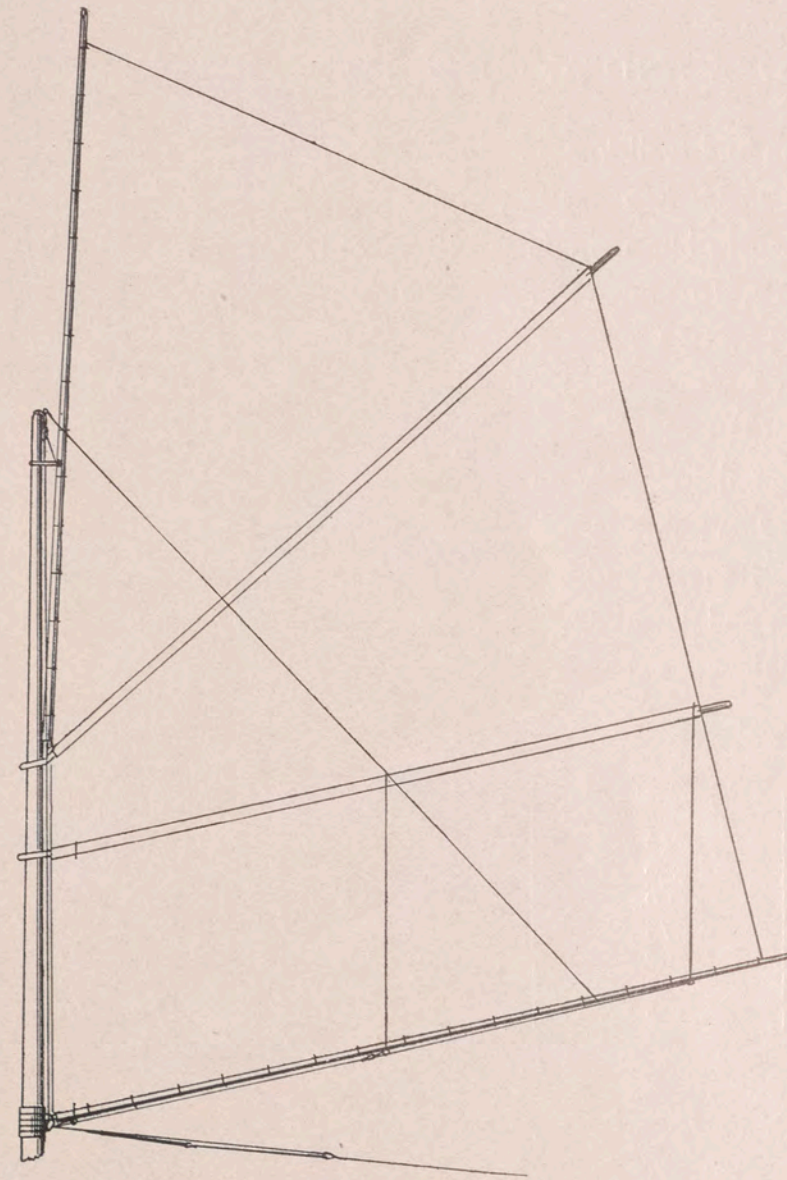
A common and well known rig for large areas. In suitable sizes, it is well adapted to small open boats and combination row and sail boats where but a single sail is wanted. It has no battens. Numbers 18, 19, 20 and 21 have each one row of reef points; numbers 22, 23 and 24 two each.

The boom fastener for this rig will be my No. 15, with block and plate (No. 44) to fasten to deck forward to carry the halliards. Mast rings are used and a clamp and block for throat and peak halliards. On Nos. 23 and 24 a block is put on the gaff, a double block at head of mast, and peak halliards are double from gaff to mast head. Wood jaws are used on gaff, as being lighter and better than metal.



Number	Area	Price Sail Only	Price Complete
18	40	\$ 3 50	\$12 00
19	50	4 25	13 00
20	60	5 00	14 00
21	75	6 00	17 00
22	100	8 00	20 00
23	125	10 00	25 00
24	150	12 00	27 00

DESCRIPTION AND PRICES OF RIGS.



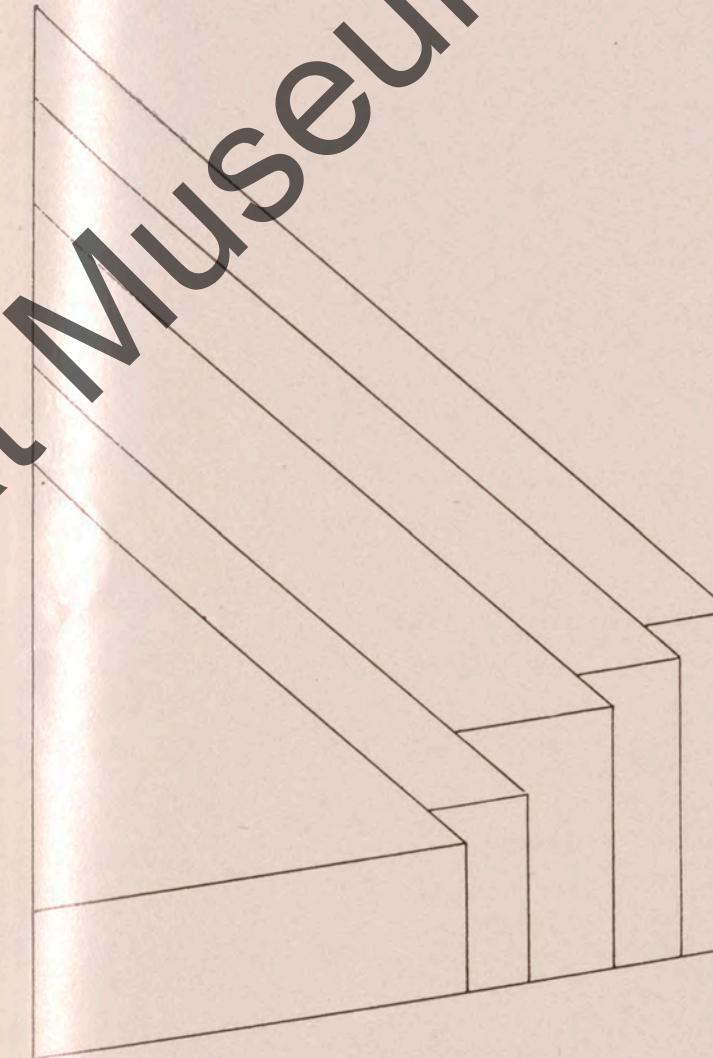
NEW CANOE SAIL.

Though no longer new, has always been a popular rig because of its short spars and perfect working, whether whole or reefed. It sets very flat and is very effective. Head Gear No. 11, Foot Gear No. 12, Boom Fastener No. 17 and Mast Clamps are used on this rig.

Number	Area	Price Sail Only	Price Complete
25	20	\$2 00	\$11 00
26	25	2 50	11 50
27	45	3 75	13 50
28	60	5 00	15 00
29	75	6 50	16 50

REEFING GEAR—It is contemplated to use a reefing gear on rigs 25 to 44 inclusive, and such blocks, sheaves, cordage, &c., as are required for that purpose are covered by the prices named for these rigs, but such fittings as cleats, &c., that attach to the boat are extra.

DESCRIPTION AND PRICES OF RIGS.



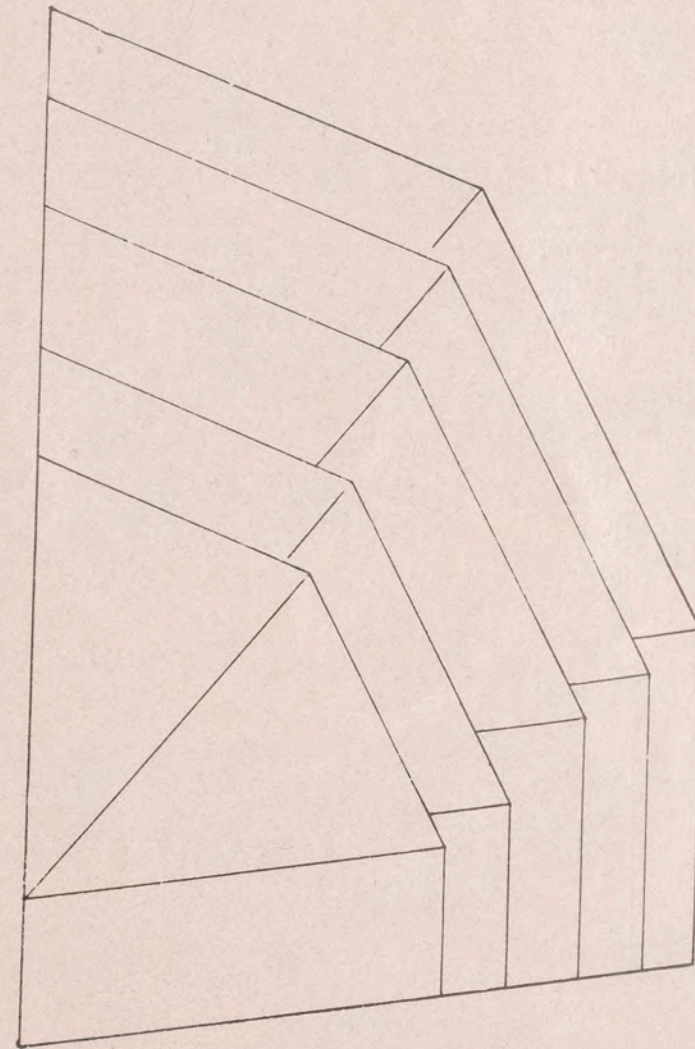
THE BAILEY RIG, DOUBLE HALLIARDS.

We have so called it because we first made it to drawings furnished by Mr. Reade W. Bailey. It is a decidedly popular rig among racers. By using our double head and spar gear, with double halliards, we bring the yard perpendicular and against the mast. The sail sets very smoothly, and the center of effort being low down, it is very effective. Numbers 38 and 39 have two battens. Reef lines at lower batten, unless otherwise ordered.

Spar Gear No. 13, Head Gear No. 14, Foot Gear No. 15 with a double block on plate attached to the deck forward of the mast are used on this rig.

Number	Area	Price, Sail Only	Price Complete
35	30	\$3 00	\$13 00
36	40	3 75	14 00
37	60	5 00	16 00
38	75	6 50	17 50
39	90	7 50	19 00

DESCRIPTION AND PRICES OF RIGS.



IMPROVED BAILEY RIG, DOUBLE HALLIARDS.

See also cut of Vesper, page 43.

This is like the Bailey rigs Nos. 35-39, EXCEPT in the shape of the leach between batten and peak, and the use of another batten as shown. This change of shape increases the area on the same length of spars. It is, without doubt, the most effective and popular sail in use at the present date.

Number	Area	Price Sail Only	Price Complete
40	36	\$3 50	\$14 00
41	47	4 25	15 00
42	70	5 75	17 50
43	87	7 50	20 00
44	103	9 00	22 00

Fitted and rigged the same as Nos. 35-39.

DESCRIPTION AND PRICES OF RIGS.

To bring the yard close to and parallel with the mast, double halliards are required, but as some prefer the single halliard I will duplicate Rigs Nos. 35 to 44 inclusive, with single halliard, cutting the sail on the yard at a slight angle as required.

The method of rigging will be with a sheave in mast head and single block on plate on the deck forward of the mast. The halliard, fastening to the yard, will lead over the sheave in mast head, thence down and through block on deck, thence forward or aft as required for main or mizzen, to hand or cleat.

The same mast footgear and the same reef gear will be used as on Nos. 35-44, but mast head gear No. 14 and spar No. 13 will be dispensed with, thereby lessening the cost a little. Each will be known by the same number as its corresponding area with double halliard, but with the letter "B" annexed—as No. 35 for 30-foot sail with double halliard and No. 35 B for 30-foot with single halliard.

THE BAILEY RIG, SINGLE HALLIARD.

IMPROVED BAILEY RIG, SINGLE HALLIARD.

Number.	Area.	Price, sail only.	Price complete.	Number.	Area.	Price, sail only.	Price complete.
35B	30	\$3 00	\$11 00	40B	36	\$3 50	\$12 00
36B	40	3 75	12 00	41B	47	4 25	13 00
37B	60	5 00	14 00	42B	70	5 75	15 50
38B	75	6 50	15 00	43B	87	7 50	18 00
39B	90	7 50	17 00	44B	103	9 00	20 00

PADDLES—DESCRIPTION AND PRICES.

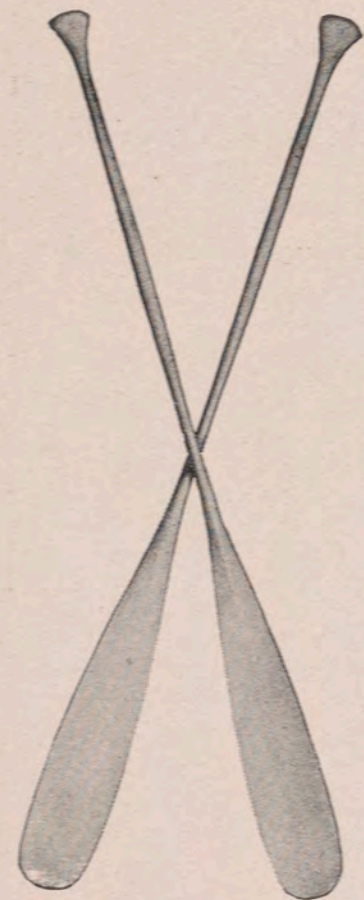
SINGLE BLADE PADDLES.

Hand-made from choice maple, oiled and varnished. Very fine.

Length, 4½, 4¾, 5, 5¼, 5½ feet. Price, each, \$1.50.

Length, 5¾, 6 feet, Price, each, \$1.75.

Other lengths or special patterns made to order at proper advance for special work.



DOUBLE BLADE PADDLES.

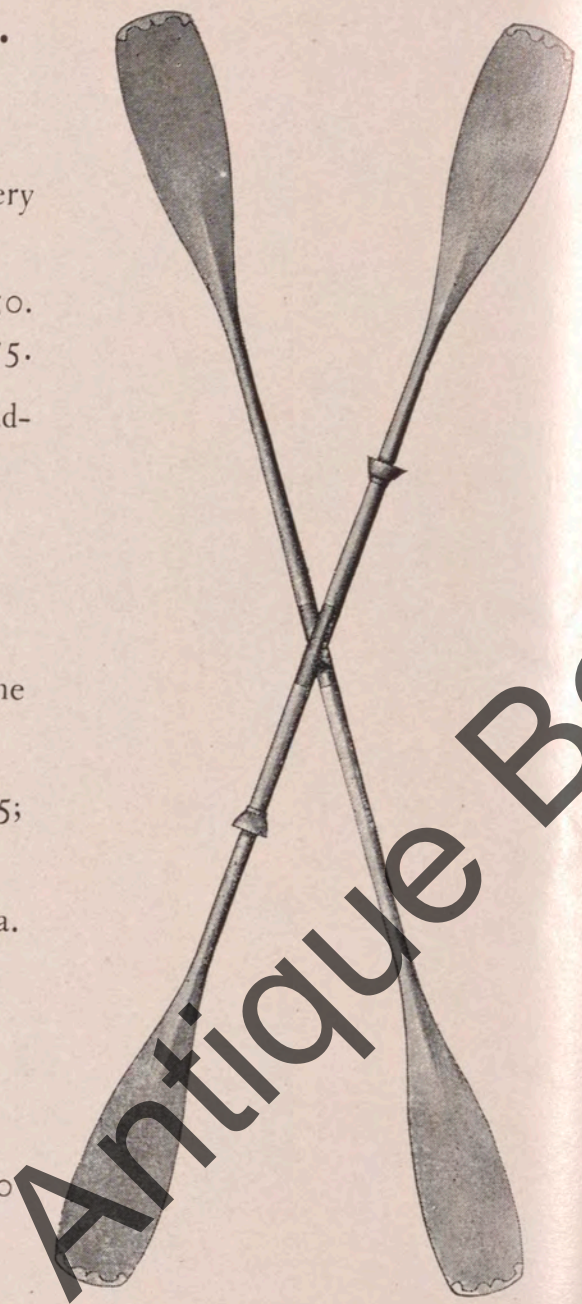
Made from clear spruce, friction joint, copper machine locked tips, oiled and varnished, without drip cups.

7, 7½, 8 feet, each, \$3.25; 8½ feet, \$3.50; 9 feet, \$3.75; 9½ feet, \$4.00; 10 feet, \$4.50.

Square point double blades made to order 25 cents extra. Spoon blades, square pointed, 75 cents extra.

RUBBER DRIP CUPS—As Shown.

For double blade paddles, per pair, - - - \$0 50



OARS—DESCRIPTION AND PRICES.

SPRUCE OARS, SPOON BLADE. (Fig. 1.)

6, 6½, 7 feet, copper tipped and varnished, per pair, -	\$3 50
7½ " " " " -	3 75
8 " " " " -	4 00
8½ " " " " -	4 25
9 " " " " -	4 50
9½ " " " " -	4 75
Leathered, per pair, extra, - - - - -	50

The spoon oars are hand-made from the very best of stock, and finely finished, oiled, varnished and copper tipped.

SPRUCE OARS, STRAIGHT BLADE. (Fig. 2.)

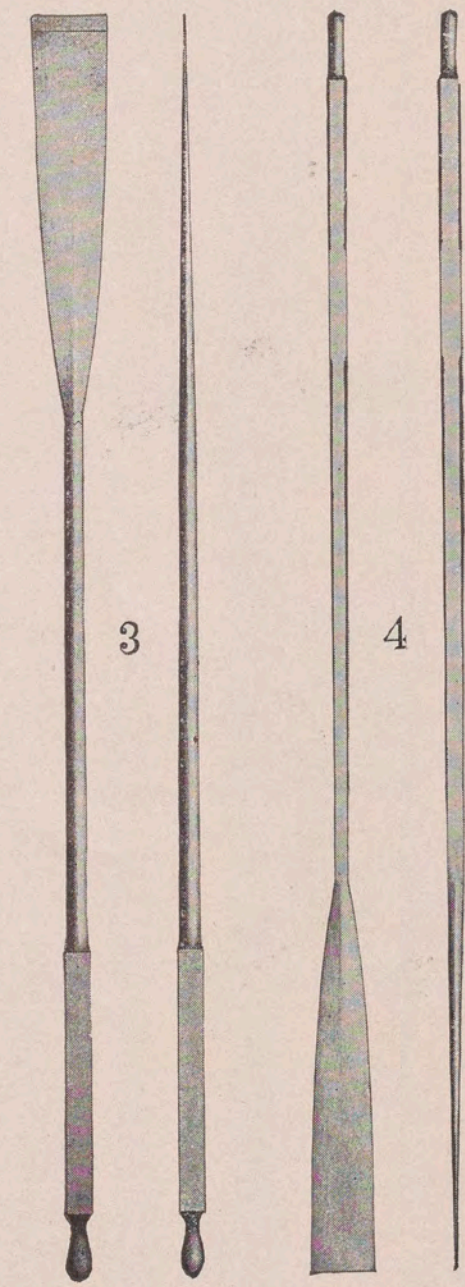
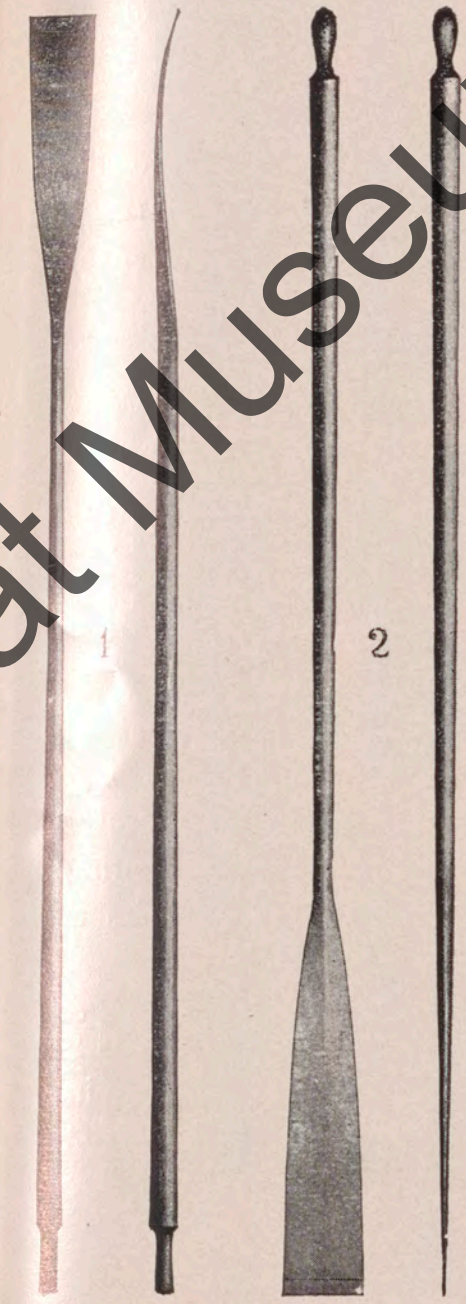
6, 6½ and 7 feet, copper tipped and varnished, per pair, \$2 00	
7½ and 8 " " " " " " 2 25	
8½ and 9 " " " " " " 2 50	
Leathered, extra, - - - - -	50

SPRUCE OARS, STRAIGHT BLADE, SQUARE LOOM. (Fig. 3.)

6, 6½ and 7 feet, copper tipped and varnished, per pair, \$2 50	
7½ and 8 " " " " " " 2 75	
8½ and 9 " " " " " " 3 00	

MAPLE OARS, STRAIGHT BLADE, SQUARE LOOM. (Fig. 4.)

7½ feet, varnished, per pair, - - - - -	\$3 25
8 " " " " - - - - -	3 50
8½ " " " " - - - - -	3 75
9 " " " " - - - - -	4 00



ROWLOCKS—DESCRIPTION AND PRICES.

DEFINITIONS—That part which is fastened to the boat is called the SOCKET. The other part the OARLOCK. Together they are termed ROWLOCKS. Please order by number.

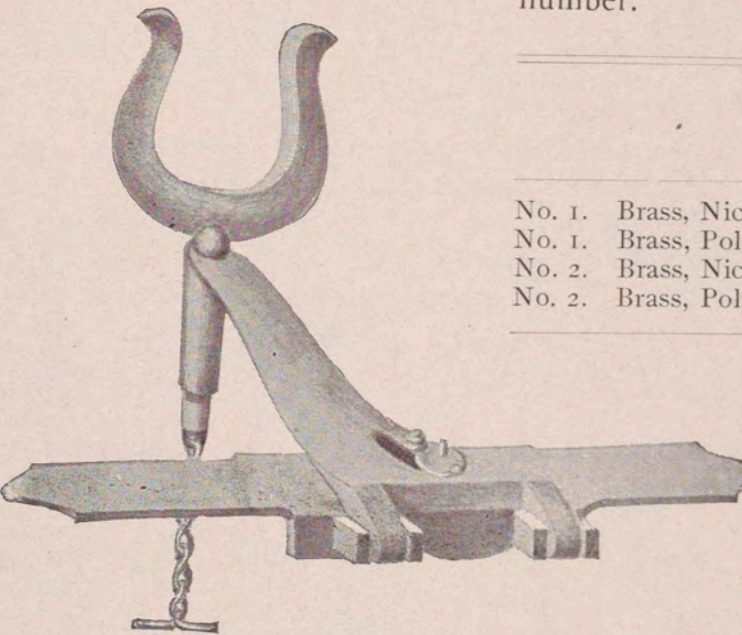
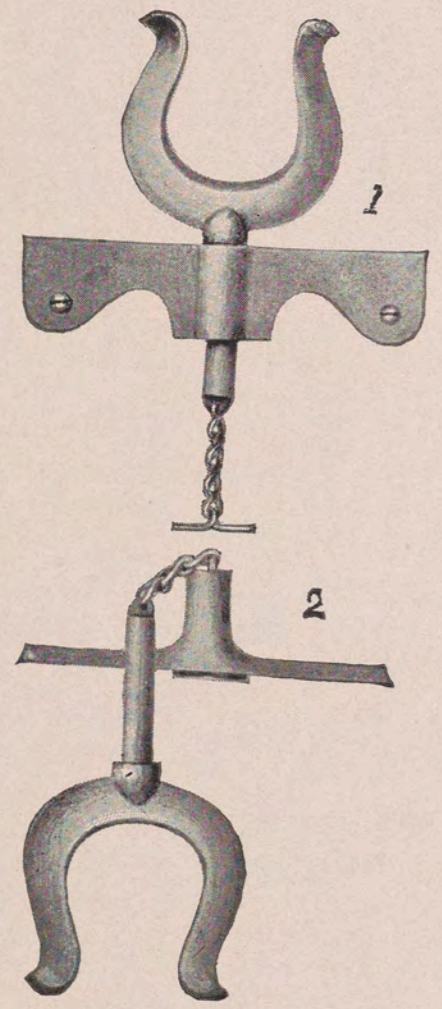
	Oarlocks Only.	Sockets Only.	Rowlocks Complete
No. 1. Brass, Nickle-plated, per pair	\$1 25	\$1 25	\$2 50
No. 1. Brass, Polished, "	1 15	1 15	2 25
No. 2. Brass, Nickle-plated, "	1 25	1 40	2 50
No. 2. Brass, Polished, "	1 15	1 25	2 25

OUTRIGGERS.

These Outriggers have a spread of 8 inches per pair, outside the gunwales. When not in use, they may be turned down inside the boat. (Screw holes in plate not shown.)

Price per pair, Polished Brass - \$5 00
 " " " Nickle-plated brass, - 5 50

All sockets are drilled for 9-16 in. pin. If ordering to replace wornout or broken parts, remember this.



ROWLOCKS—DESCRIPTION AND PRICES.

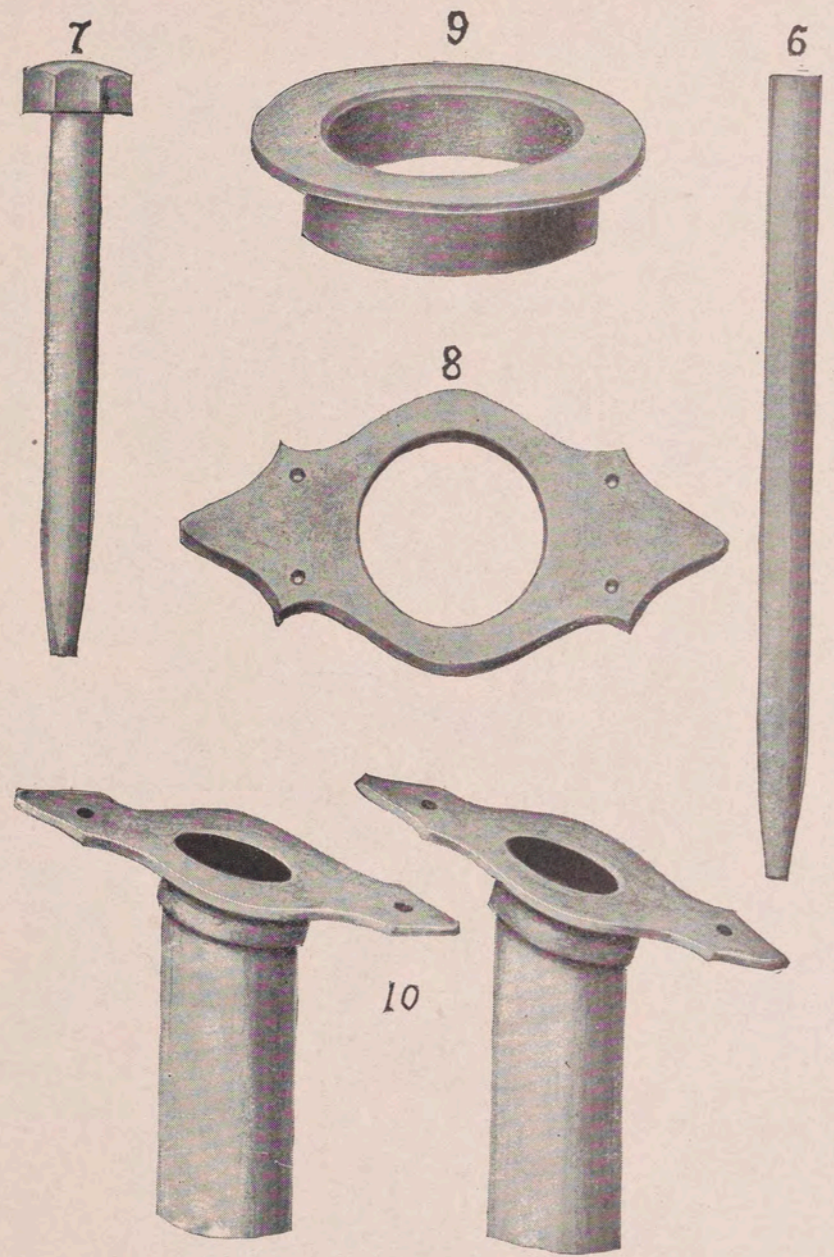
	Oarlocks Only	Sockets Only	Rowlocks Complete
No. 3 Brass, Nickle-plated, per pair	\$1 50	\$1 25	\$2 75
No. 3. " Polished, "	1 40	1 15	2 50
No. 4. " Nickle-plated "	1 50	1 25	2 75
No. 4. " Polished, "	1 40	1 15	2 50
No. 5. " Nickle-plated, "	1 25	1 25	2 50
No. 5. " Polished, "	1 15	1 15	2 25

Rowlock No. 5 is intended for Dinghys. It is nearly like No. 1 in pattern, but the socket goes on the inwale and does not project outside the gunwale.

Oarlocks Nos. 3 and 4 have a spread of 1 1/2, 1 3/4 and 2 inches. In ordering state which is wanted.

All sockets are drilled for 9-16 in. pin. If ordering to replace wornout or broken parts, remember this.





CANOE FITTINGS—DESCRIPTION AND PRICES.

MAST PINS.

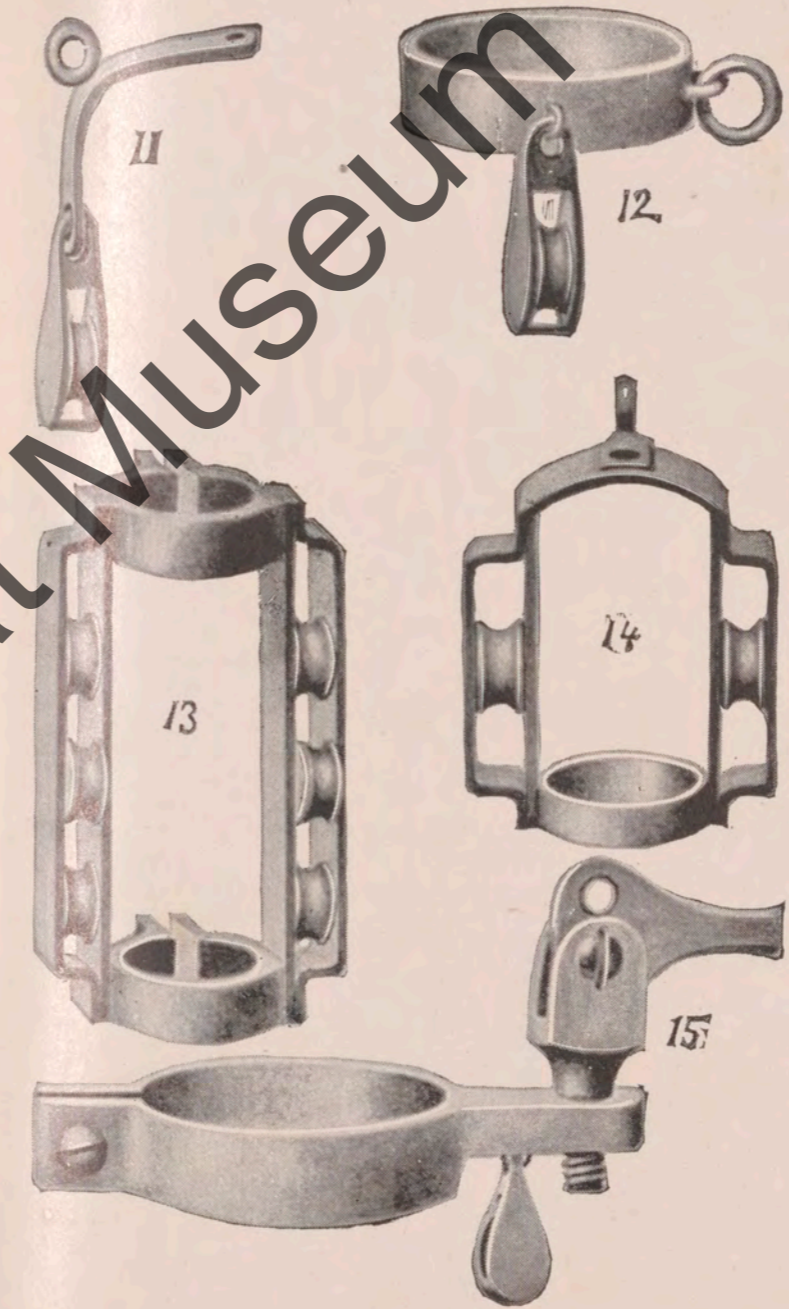
With Nut (Fig. 7)	- - - - -	\$0 30
Without Nut (Fig. 6)	- - - - -	25

MAST PLATES.

Inside Diameter	Fig. 9	Fig. 8
1 1/2 inches	\$0 30	35
1 3/4 "	30	35
2 "	30	35
2 1/4 "	40	50
2 1/2 "	50	50
2 3/4 "	60	75
3 "	70	90
3 1/2 "	80	1 05
4 "	90	1 20

FLAG TUBES AND PLATES (Fig. 10)—Tube 3 inches deep, 1 inch inside diameter. Price 75 cents each.

(Screw holes not shown in Fig. 9.)



CANOE FITTINGS—DESCRIPTION AND PRICES.

MAST AND SPAR GEAR.

(Patented.)

Mast Head Gear (Fig. 11)	- - - - -	\$0 75
" " " " " Double Block	- - - - -	1 00
" " " (Fig. 14) Band 1 3/8 inch	- - - - -	2 00

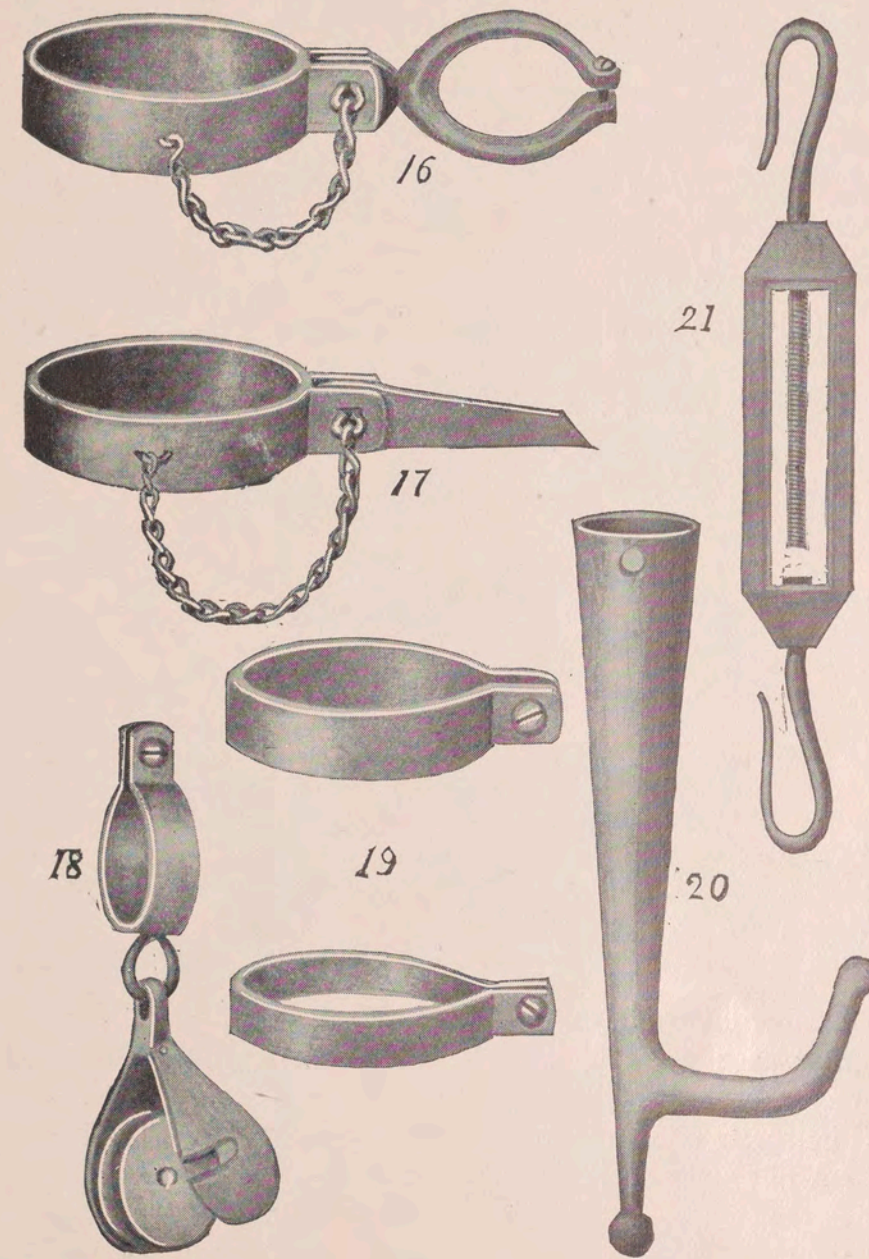
Mast Foot Gear, 1 3/4, 2, 2 1/4 inch (Fig. 12)	- - - - -	\$0 75
" " " " " " " " Double Block	- - - - -	1 00

Mast Foot Gear (Fig. 15), 2 inch	- - - - -	\$2 50
" " " " " 2 1/4 "	- - - - -	2 60
" " " " " 2 1/2 "	- - - - -	2 75
" " " " " 2 3/4 "	- - - - -	2 85
" " " " " 3 "	- - - - -	3 00
" " " " " 3 1/4 "	- - - - -	3 15
" " " " " 3 1/2 "	- - - - -	3 25
" " " " " 4 "	- - - - -	3 50

Sizes above three inches have no reef block.

Gaff or Spar Gear (Fig. 13), sizes to fit spar 1, 1 1/8, 1 1/4, 1 3/8, and 1 1/2 inches diameter, each \$2.50.

NOTE.—The screw attachment, as shown, between the parts, has been changed. A nut and check-nut underneath the arm is now used.



CANOE FITTINGS—DESCRIPTION AND PRICES.

BOOM FASTENING.

(Patented.)

Boom fastening and clamp (Fig. 16.)	1 3/4 and 2 inch	\$ 75
" " " " " "	2 1/2 and 3 inch	90
" " " " " "	3 1/2 inch	1 00
" " " " " "	4 inch	1 25
" " " spike (Fig. 17.)	1 3/4 and 2 inch	60
" " " " " "	2 1/2 and 3 inch	75
" " " " " "	3 1/2 inch	1 00
" " " " " "	4 inch	1 25

SPAR GEAR.

Spar gear (Fig. 18), 3/4 to 1 1/4 clamp	\$1 10
" " " " 1 3/8 to 1 3/4 clamp	1 25

MAST CLAMPS.

(Fig. 19.)

To be used for holding foot gear and boom fastenings in place.

1 3/4, 2 and 2 1/4 inch, per set of 3 pieces	\$ 75
2 1/2 inch " " " "	90

Larger sizes to order at increased price.

BOAT HOOKS.

Canoe size (Fig. 20)	\$1 00
The same complete with 8-foot pole	1 50

TURNBUCKLES.

Canoe size (Fig. 21), per pair	\$1 00
1/4 inch, per pair	1 50

CANOE FITTINGS—DESCRIPTION AND PRICES.

JAWS.

Bailey (Figs. 22-23), 2 pieces, for 1 3/4 and 2 inch mast	\$1 20
Bailey (Figs. 22-23), 2 pieces, for 2 1/4 in. mast	1 30
Bailey (Figs. 22-23), 2 pieces, for 2 1/2 in. mast	1 40
Bailey (Figs. 22-23), 2 pieces, for 3 in. mast	1 50
Bailey (Figs. 22-23), 2 pieces, for 3 1/2 in. mast	1 75

Fig. 22 for New Canoe Sail.

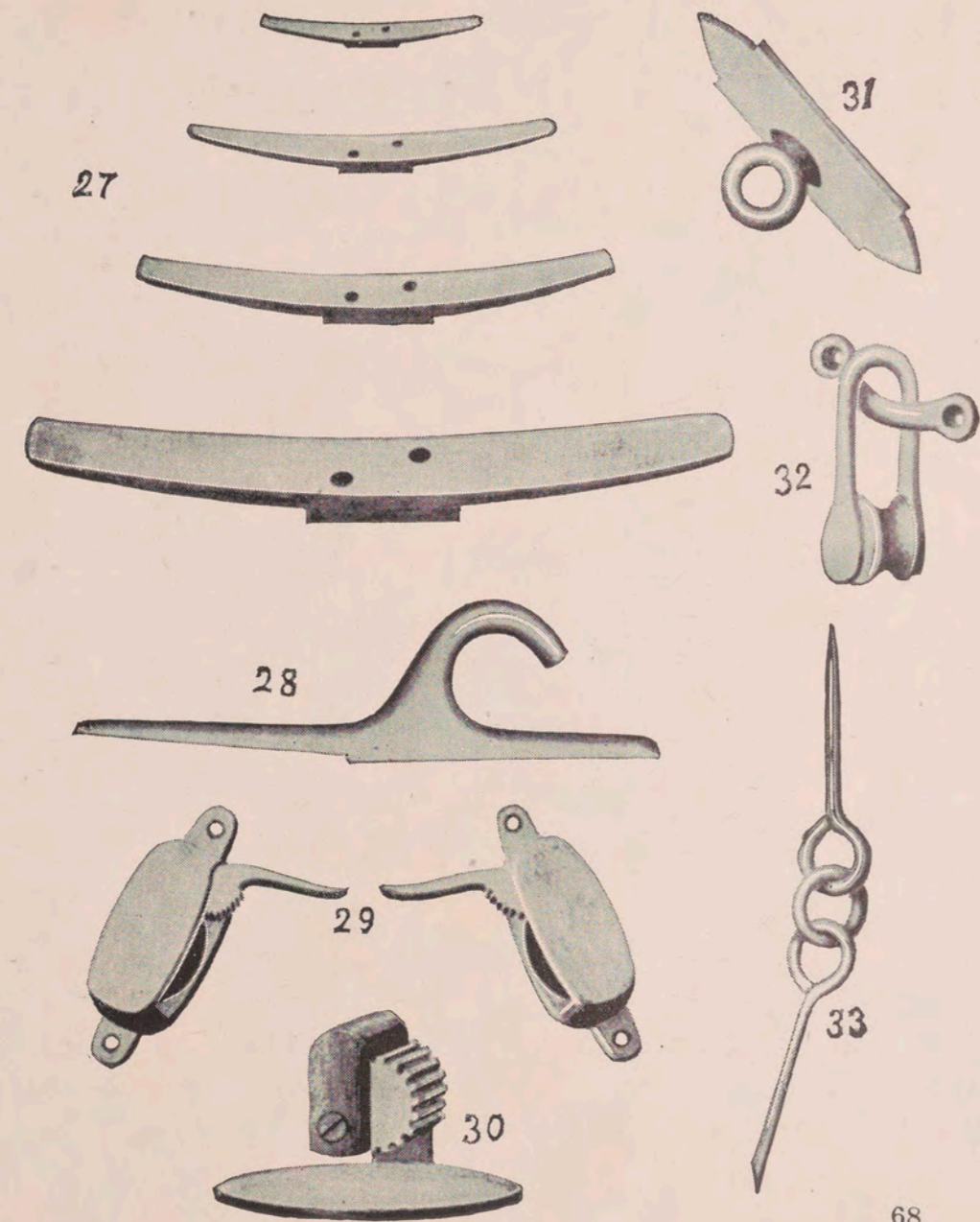
Single (Fig. 24), for 1 3/4 inch mast	\$0 35
" " " 2 " "	35
" " " 2 1/2 " "	50

Double (Fig. 25), 1 1/2, 1 3/4 and 2 inch	\$0 60
" " 2 1/4 and 2 1/2 " "	75
" " 3 " "	85
" " 3 1/2 " "	1 00
" " 4 " "	1 50

FIGURE 26.

For Gaff Rig, wood, 2 3/4 inch mast	\$1 00
" " " 4 " "	1 50





CANOE FITTINGS—DESCRIPTION AND PRICES.

CLEATS.

Jam Cleats (Fig. 27), 2 inches	- - -	\$0 12
" " " " 3 "	- - -	18
" " " " 4 "	- - -	25
" " " " 5 "	- - -	30

Improved "Butler" Cleats (Fig. 28), about 3 in. long - - - - - 30

Clutch Cleats (Fig. 29), right and left hand screw on side of coaming, each - - - - - 70

Cam Cleats (Fig. 30), Canoe size - - - - - 50

DANDY FAIRLEADERS.

Figs. 31 and 32 (order these by number) each \$0 30

CONNECTING RINGS.

For yard and booms (Fig. 33) - - - - - \$0 30



CANOE FITTINGS. DESCRIPTION AND PRICES. BLOCKS.

	PRICE.
Reef, single (Fig. 34) - - -	\$0 20
" double (Fig. 35) - - -	35
1/4 inch blocks (Fig. 36) - - -	30
3/8 " " (Fig. 36) - - -	35
1/2 " " (Fig. 36) - - -	50
1/4 " double blocks (Fig. 37) - - -	40
3/8 " " " (Fig. 37) - - -	50
1/2 " " " (Fig. 37) - - -	80
1/4 or 3/8 in. swivel blocks (Fig. 38) - - -	50
Cam blocks (Fig. 39) - - -	50
No. 1, snatch block for 1/4 or 3/8 inch cord (Fig. 40) - - -	35
No. 2, snatch block for 1/4 or 3/8 inch cord (Fig. 41) - - -	60
Double snatch block for 1/4 or 3/8 inch cord (Fig. 42) - - -	1 00

BLOCKS ON PLATE.

Single (Fig. 43) - - - - -	\$0 80
Double (Fig. 44) - - - - -	1 10

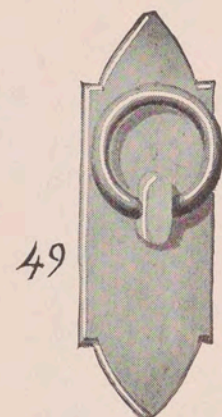
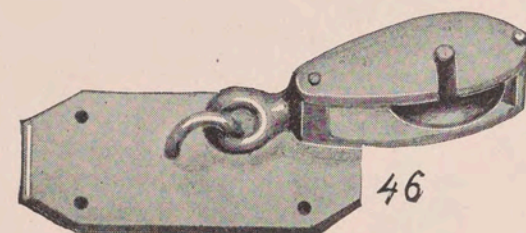
Larger sizes, swivel or special patterns, to order.



CANOE FITTINGS—DESCRIPTION AND PRICES.

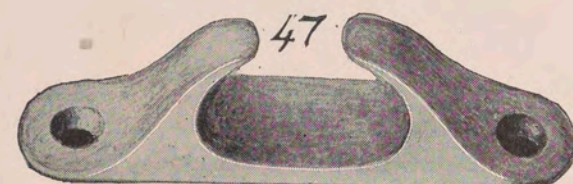
SWIVEL SHEET BLOCK WITH CLAMP FOR BOOM.

Small Size (Fig. 45), 1/4 to 1 1/2 inch clamp, for 1/4 inch cord, - \$1 25
 Large " " 1 1/2 to 2 inch clamp, for 3/8 inch cord, - 1 40



SWIVEL SHEET BLOCK ON PLATE.

Small Size (Fig. 46), 1/4 inch cord - \$1 00
 Large " " 3/8 " " - 1 15



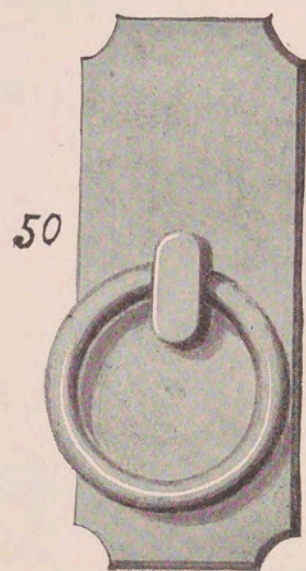
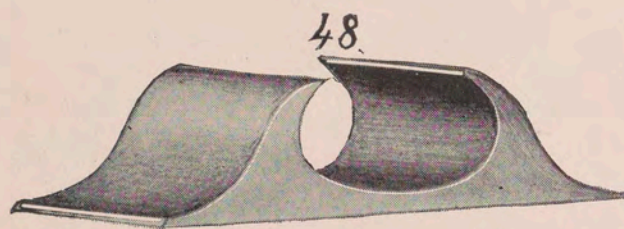
CHOCKS.

STRAIGHT OR BEVELED.

Canoe Size (Fig. 47), about 3 inch - \$0 40

STRAIGHT OR BEVELED.

Size, about 4 1/2 inch (Fig. 48) - \$0 60

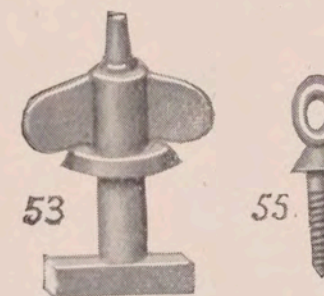
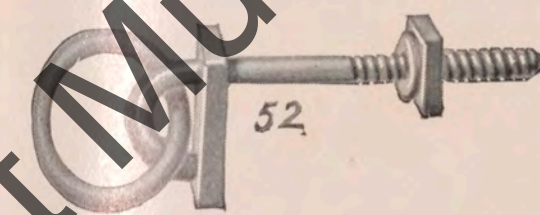
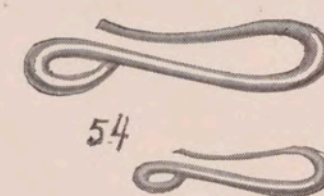
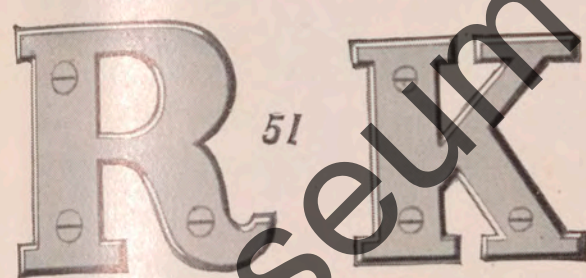


SHEET RINGS.

Large Sheet Rings (Fig. 50) - \$0 50
 Small " " (" 49) - 40

Screw holes not shown in Nos. 48, 49, 50.

CANOE FITTINGS—DESCRIPTION AND PRICES.



CAST BRASS FIGURES.		CAST BRASS LETTERS.	
NICKLE-PLATED.		NICKLE-PLATED.	
3/4 inch	Per doz., \$0 60	1 inch	Each, \$0 10
1 " "	" " 84	1 1/4 " "	" " 12
1 1/4 " "	" " 96	1 1/2 " "	" " 14
1 1/2 " "	" " 1 08	2 " "	" " 16
2 " "	" " 1 25	2 1/2 " "	" " 20
2 1/2 " "	" " 2 00	3 " "	" " 35
3 " "	" " 3 00		
POLISHED.		POLISHED.	
3/4 inch	Per doz., \$0 60	1 inch	Each, \$0 10
1 " "	" " 84	1 1/4 " "	" " 12
1 1/4 " "	" " 96	1 1/2 " "	" " 14
1 1/2 " "	" " 1 08	2 " "	" " 16
2 " "	" " 1 25	2 1/2 " "	" " 20
2 1/2 " "	" " 2 00	3 " "	" " 35
3 " "	" " 3 00		

These prices for letters and figures include screws.
 STOCK—I only carry in stock the nickle-plated letters in 1, 1 1/4 and 1 1/2 inches. Other sizes of figures furnished promptly.

BOLTS AND RINGS FOR PAINTERS.

Canoe size (Fig. 52)-----\$0 35

T. BOLTS.

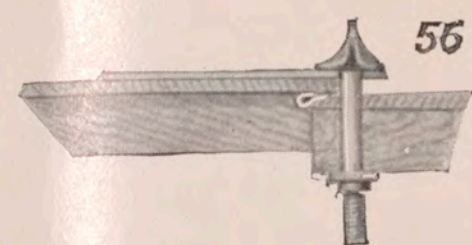
FOR HOLDING FOOT GEAR OR FOOT BRACES. (Fig. 53.)
 Brass Nickeled ----- \$0 45
 Polished Brass ----- 40

SPRING HOOKS.

Medium spring hooks (Fig. 54) ----- \$0 12
 Small spring hooks (Fig. 54) ----- 10

SCREW EYES.

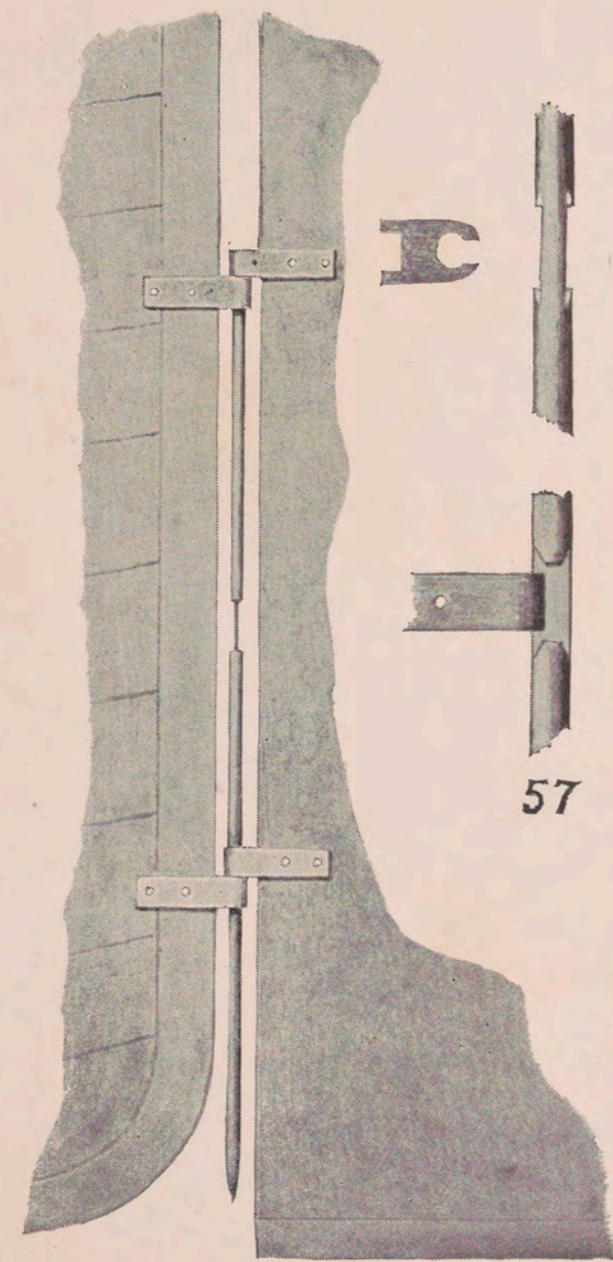
Screw Eyes (Fig. 55)-----\$0 10



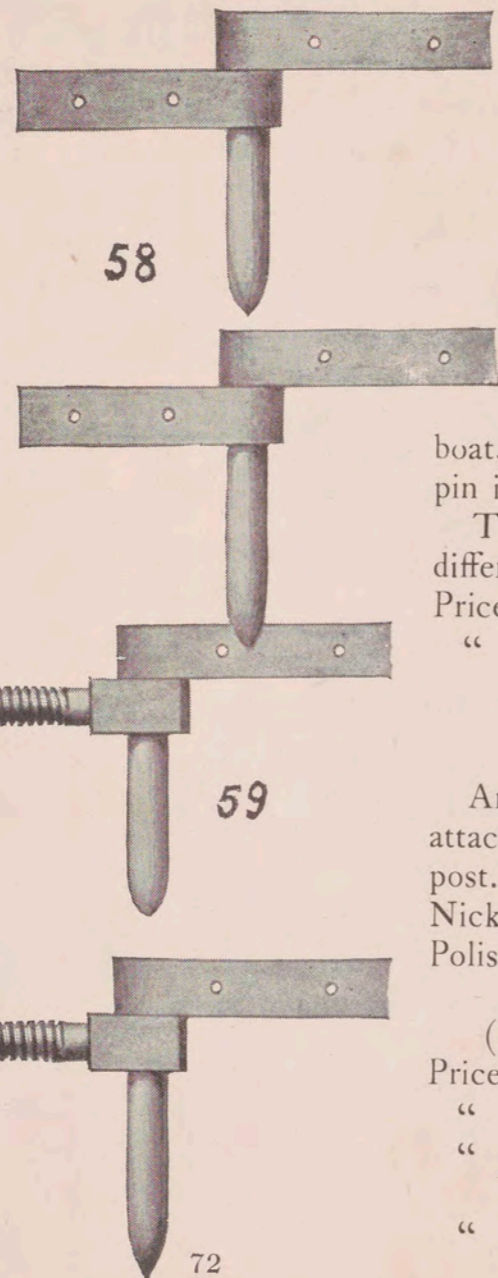
HATCH FASTENINGS.

Hatch fastenings for dry stowage (Fig. 56)-----\$1 50
 The cut shows 1/2 set.

RUBBER PACKING for hatch-----Each, \$1 00



57



58

59

72

RUDDER BRACES.

DESCRIPTION AND PRICES.

Fig. 57 shows a Rudder Brace devised by us several years ago.

It seems to be the perfect fastening for wood rudders for small boats.

As will be seen by the cut, it *cannot unship* except the rudder blade be at *right angles* with the course traveled by the boat, and *then* only when raised so the slot on pin is at the upper gudgeon on the boat.

The lower end of pin may be cut off to suit different lengths of stern posts.

Price per set, nickel plated - - - \$1 50
 " " polished - - - 1 35

CANADIAN CANOE RUDDER BRACES.

(Not Shown.)

Are the same as No. 57, *except* that the part attached to the boat adapts it to the curved stern post.

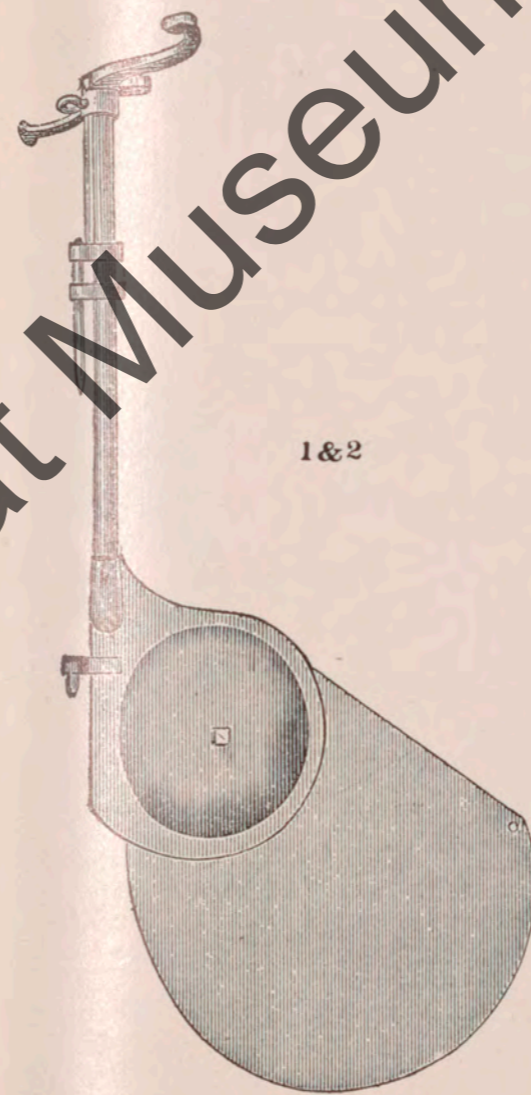
Nickel plated, per set - - - \$1 50
 Polished, per set - - - 1 35

COMMON RUDDER BRACES.

(Fig. 58.) Canoe and Row Boat Size.

Price per set, nickel plated - - - \$0 90
 " " polished - - - 80
 " " with screw gudgeons (Fig. 59), plated - - - 90
 " " with screw gudgeons (Fig. 59), polished - - - 80

METAL AND WOOD RUDDERS—DESCRIPTION AND PRICES.



1&2

DROP RUDDERS.

Canoe Size, No. 1 - - - - - \$7 00
 Row Boat Size, No. 2 - - - - - 8 50

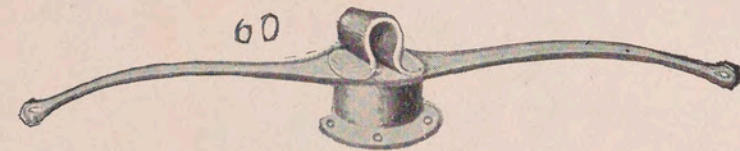
This is the best and strongest drop rudder in the market.

WOOD RUDDERS.

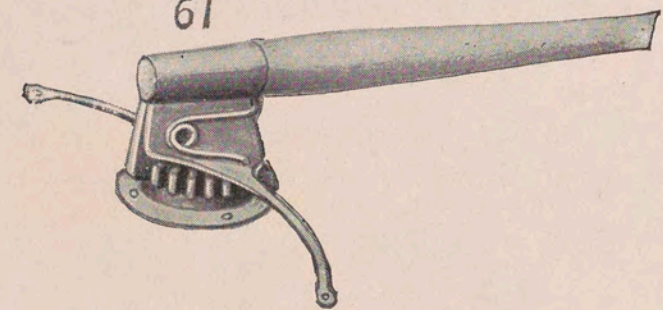
Size for row boats and canoes, including braces and cross heads.

Cherry or Maple, with No. 57 braces - - - - - \$2 50
 Cherry or Maple, with Nos. 58 or 59 braces - - - - - 2 00
 Spruce, natural crook, according to size and braces - - - \$2 50 to 5 00

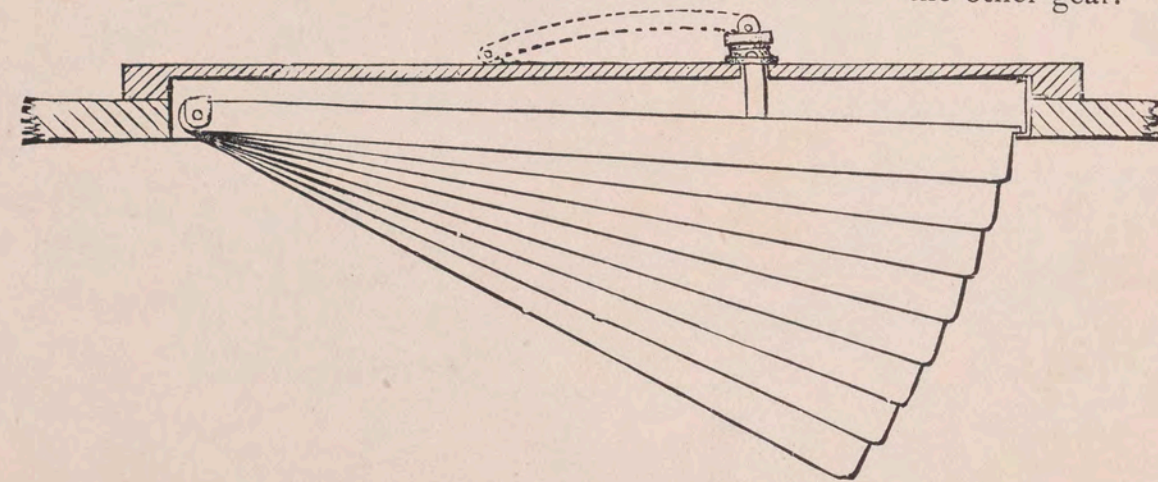
DECK STEERING GEAR—DESCRIPTION AND PRICES.



60



61



DECK STEERING GEAR. No. 60.

Fitted with oak or maple stick.

Gear and handle only	-	-	-	-	\$3 00
Including Safety Chain, Hooks and Tighteners	-	-	-	-	4 75

SELF-LOCKING DECK STEERING GEAR, No. 61.

PATENTED.

Gear and Handle only	-	-	-	-	\$4 50
Including Safety Chain, Hooks and Tighteners	-	-	-	-	6 50

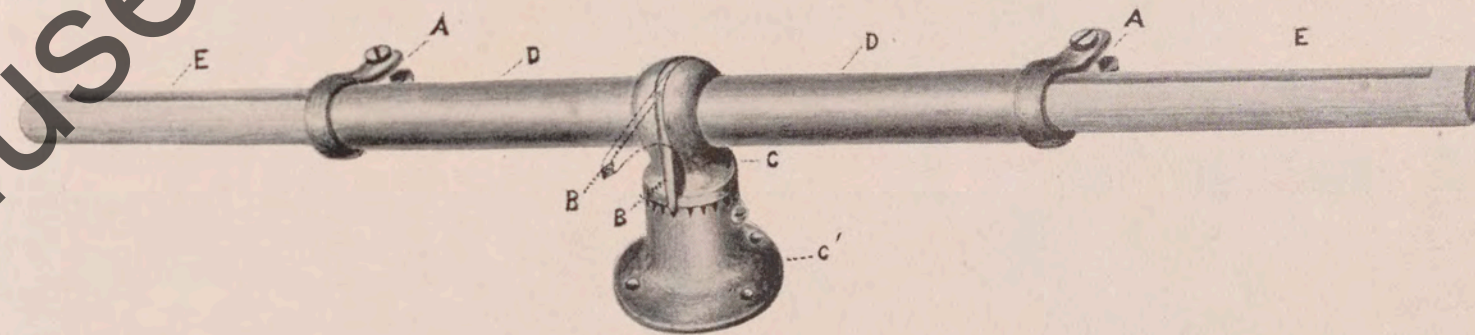
The spring locks it, and the natural pressure of the hand upon the end of the tiller releases it, when it can be turned as freely as the other gear.

FOLDING CENTERBOARD.

RADIX PATENT FOLDING CENTERBOARD.

Size.	Weight.	Area	Width of Slot.	Price.
15x30 in.	9 lbs.	1 5/8 Sq. Ft.	1 5/8 req'd in keel	12.00
18x36 in.	12 "	2 1/4 "	1 6/8 "	15.00
24x37 in.	15 "	4 "	1 4/4 "	20.00

THWARTSHIP DECK STEERING GEAR—DESCRIPTION AND PRICES.



(Invented by J. H. Rushton, 1901.)

The base "C," screws firmly to the deck at any convenient point aft the cockpit. Its hollow center engages the lower part of "C," and allows it to turn freely. To "C" on either side are brazed the lengths of tube "DD" through which the stick "E" passes and turns freely. The locking device or pawl, "B," is a separate piece and by taking out the stick "E" can be removed entirely. A slot in one side of the stick "E" (lined with metal) engages a projection on the pawl "B," and a slight turn of the stick locks or unlocks the gear.

TO MAKE IT SELF LOCKING—Slip a stiff rubber band over "B" and "C." THEN you can slip the band down and off from both, if you do not want a *self* locking gear, or up over "C" but *under* "B" if you would prevent locking. THIS IS THREE KINDS OF GEAR IN ONE, and the changes made without cost, anywhere, in a moment's time. Connections with gear and rudder yoke may be made with cord, chain, or a solid stick on one side only.

PRICE, Gear only, \$5.00.

CUSHIONS, FOLDING SEATS—DESCRIPTION AND PRICES.

BOAT SEAT CUSHIONS.

MATERIAL—Gray Corduroy, filled with best curled hair.
 Prices, according to sizes and shape—\$2.50 to \$4.00 each.
 Other material also may be used, and prices vary accordingly, ranging from \$2.00 to \$10.00 each.

FOLDING CUSHIONS.

Size (each part) 12 x 15 inches; material, gray corduroy, hair filled, \$4.00.

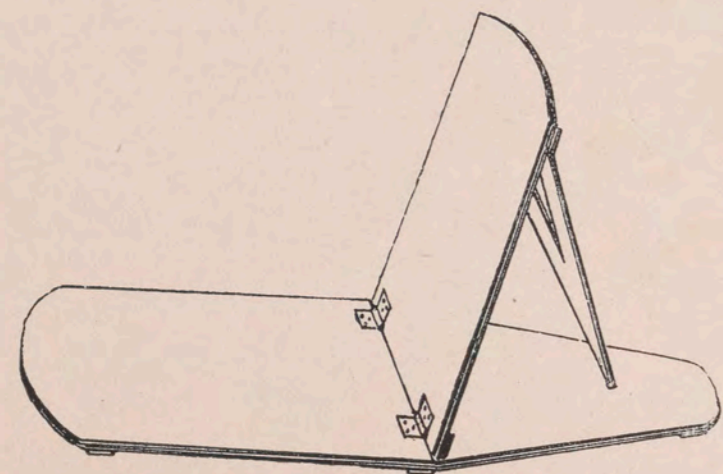
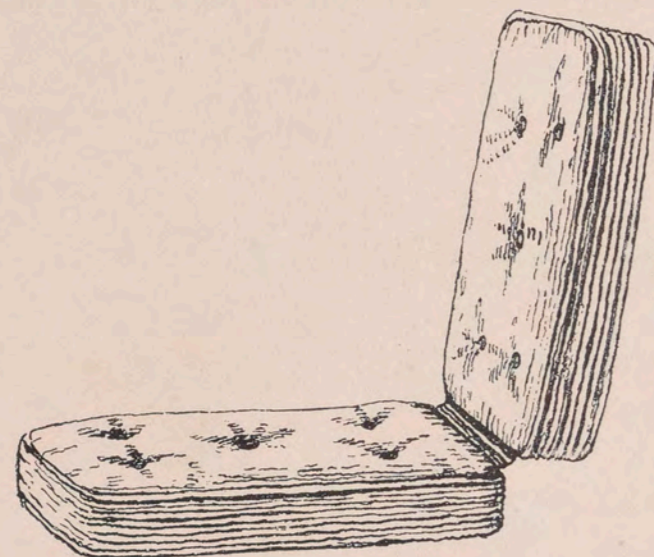
FOLDING SEATS.

Cherry frame, cane bottom and back	- - - - -	\$4 00
Cherry	- - - - -	2 50
Ash, or other suitable wood	- - - - -	1 50

Bottom and back may be made solid, as shown, or of strips about two inches wide and separated a little (at option of maker).

BOAT COVER—This is made of No. 10 canvas, unpainted. The top is shaped to the boat and to the sides to follow sheer line. It is then seamed at gunwales and at ends. If the boat rests on the floor the lower edge of the sides of the cover reach nearly to it. It is made somewhat larger than the boat, because of probable shrinkage subsequently.

PRICE—For boat under 34 inch beam per foot of length	- - - - -	\$0 40
For boat 34 to 40 inch beam per foot of length	- - - - -	50
For boat 40 to 51 inch beam per foot of length	- - - - -	60
For boat 51 to 60 inch beam per foot of length	- - - - -	75



SEATS, SEAT BACKS, FOOT BRACES.

CANE SEATS AND EASY BACKS.

The frame is made of cherry, oak or ash, according to grade of boat, or as may be ordered.

Boat seat only, according to size	- - - - -	\$1 50 to \$1 75
Back only, without straps or hinges	- - - - -	1 25
Back with straps and hinges	- - - - -	2 50
Back for stern seat, small	- - - - -	1 25
Seat back straps, russet leather, per pair	- - - - -	60
Seat back hinges, per pair	- - - - -	65

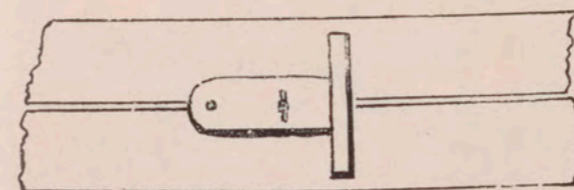
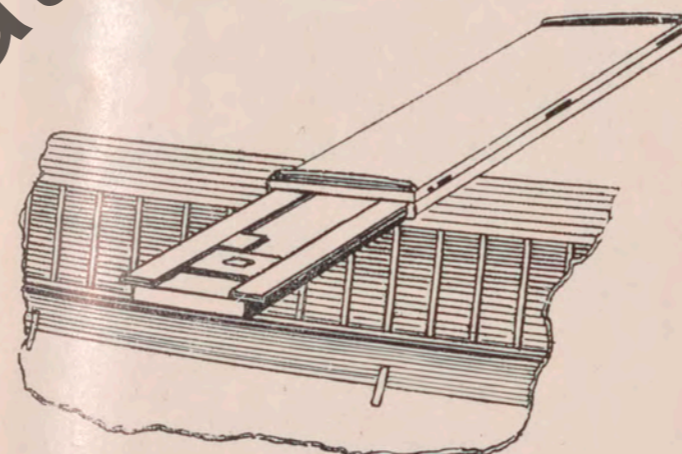
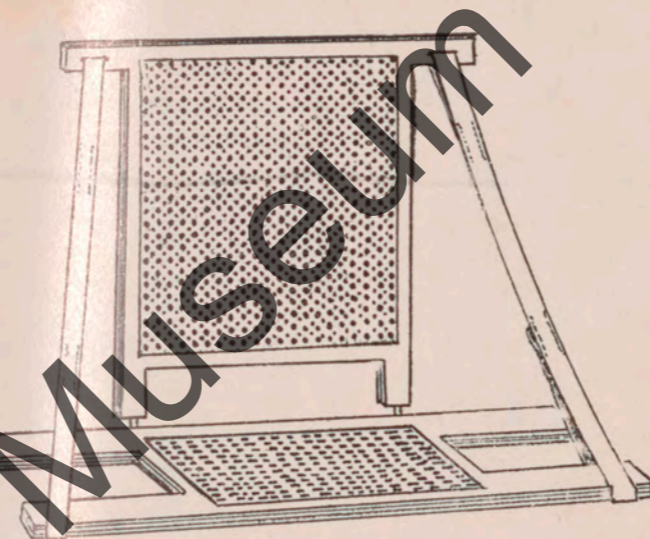
The seat backs here shown are made in three widths, viz: 10, 12 and 14 inches.

SLIDING DECK SEAT.

30 inch, for sailing canoes	- - - - -	\$5 00
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FOOT BRACES.

Including brass T bolt	- - - - -	\$0 50
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SUNDRY FITTINGS—DESCRIPTION AND PRICES.



CHAIR SEATS.

Chair Seat No. 1, cane bottom and back, each	-	\$4 00
Chair Seat No. 2, cane bottom, spindle back, each	-	2 50

AWNING. CARPET. CANVAS.

Awning tubes and plates	-	\$ 4 00
Awning, with sticks and posts	-	\$7 50 to 12 00
Carpet, Body Brussels	-	5 00 to 10 00
Canvas (painted), used instead of carpet	-	5 00 to 8 00

SEAT BRACES.

Brass, fancy pattern, nickel-plated, each	-	\$0 30
Brass, nickeled, each	-	25
Polished, each	-	20
Galvanized Iron, each	-	10

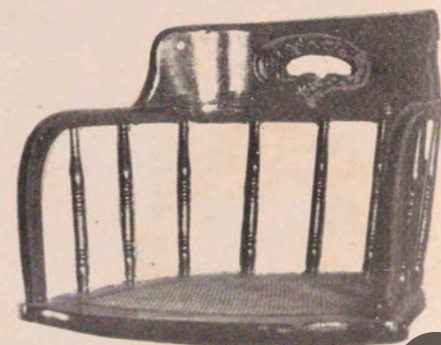
CARRYING YOKES.

MADE FROM SOLID BLOCK.

Basswood, used with Hunting Canoe or Saranac Laker, \$2 50

SAFETY CHAIN

Brass Safety Chain, No. 1, nickel-plated, per foot \$0 10



SUNDRY FITTINGS—DESCRIPTION AND PRICES.

AIR TANKS.

These are made of thin sheet copper placed over a box of thin wood to give proper shape. They must be fitted to the boat.

For Canoes under 31 inch beam, per pair	-	\$ 7 00
" Beams 32 to 36	-	7 50
" " 37 to 42	-	8 00
" " 43 to 48	-	10 00
" " 49 to 54	-	12 00
" " 55 to 60	-	15 00

For Square Stern Boats add 25 per cent. to above prices.

STEM BANDS OR BANG IRONS.

Cut from sheet brass; about an inch wide at keel, tapering to about 3/8 inch at deck; thickness about No. 11, B. & S. Nickeled, 30, 38 and 42 inches, each \$1 00
Polished, 30, 38 and 42 " " " " 90
* " " 19 " " " " 45

Special sizes or patterns extra.

*The lower half of Bang Iron; to reach above water line.

METAL RAILING.

Nickel-plated brass, per set - \$
A SET consists of 16 stanchions about 3 inches high and 4 pieces of tubing, each 3/8x48 inches, with ornamental button at each end of tubing.

RINGS—SOLID BRASS, NICKEL-PLATED.

1/2 and 3/4 inch inside diameter, each	-	\$0 06
1 and 1 1/4 " " " "	-	08
1 1/2 " " " "	-	10
1 3/4 " " " "	-	12
2 and 2 1/4 " " " "	-	15
2 1/2 " " " "	-	20
2 3/4 and 3 " " " "	-	25
3 1/2 and 4 " " " "	-	30
4 1/2 " " " "	-	35

FERRULES.

3/8, 1/2, 5/8, 3/4 and 7/8 inch, each	-	\$0 05
1, 1 1/8, 1 1/4, 1 3/8 and 1 1/2 inch, each	-	10
1 3/4 to 2 1/2 inch, each	-	15

FRICTION JOINTS.

Joints, for spars and masts. Outside diameter given. All 6 inches long except 2, 2 1/4 and 2 1/2 inches—those are 8 inches.

3/4, 7/8, 1 1/8 and 1 1/16 inches	-	\$0 30
1 1/4 and 1 1/16 inches	-	45
1 3/8 and 1 1/8 inches	-	60
1 1/2 inches	-	70
2 inches	-	75
2 1/4 inches	-	75

Antique Boat Museum