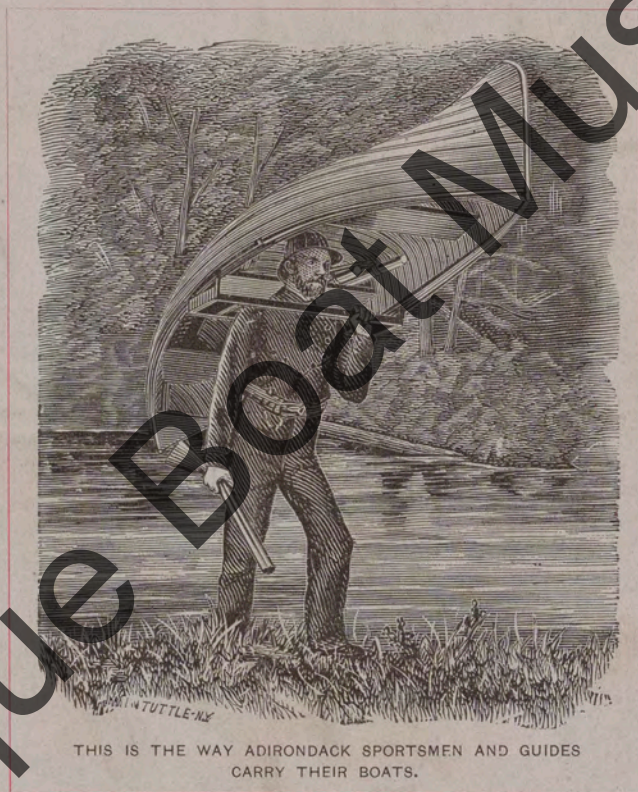


RUSHTON'S

PORTABLE SPORTING BOATS,

SAILING CANOES

SINGLE HAND CRUISERS, BARNEGAT SNEAK BOATS



1874

1887

AND STEAM LAUNCHES,

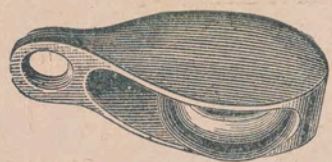
— FOR —

HUNTING, FISHING, TRAPPING, PLEASURE ROWING AND SAILING.

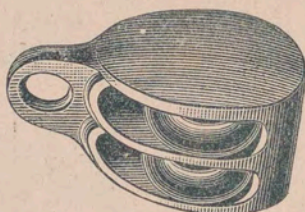
J. H. RUSHTON, MANUFACTURER,

CANTON, St. Lawrence Co., N. Y., U. S. A.

ESTABLISHED 1874



SINGLE BLOCK.



DOUBLE BLOCK.

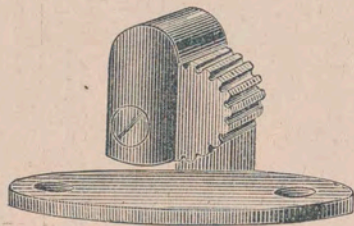
TO THE TRADE.

WE have been asked so many times to quote discount to the trade, that we conclude to answer one and all in this way: WE DO NOT CARE TO DO A RETAIL BUSINESS AT WHOLESALE PRICES. Our prices are *spot cash* and no discount from list, except to dealers in other sportsmen's goods who will carry a stock of our goods.

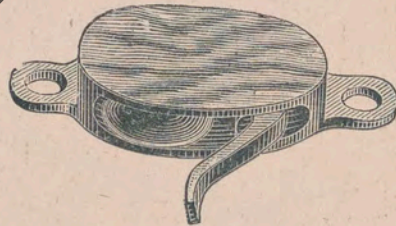
Our goods are kept in stock and sold by

H. C. SQUIRES,

178 BROADWAY,
N. Y. CITY



CLUTCH CLEAT.



CAM CLEAT.



THESE BOATS AND CANOES

WERE

AWARDED TWO GOLD MEDALS

AT

NEW ORLEANS EXPOSITION, 1884-5.

Boating is a health-giving recreation. We have thousands of miles of lake and river on which boats can be used—thousands of miles of charming scenery which can be viewed so effectively in no other way as from a boat or canoe.

Boating is popular and cheap. After the first cost of your outfit you can travel week in and out at less expense than will board you at home. It will cost you \$100 to \$150 per year to keep a horse. It may cost you \$5 to keep a boat.

If you *do* buy a boat, you should buy a RUSHTON, because being the *best* it is cheapest in the end.

Our boats are lighter, stronger, more durable and more finely finished than any other boats in the world.

This has been said of them for *twelve years*, and as proof that it is the truth, *our sales in 1886 were just 40 times as much as in 1876.*



CONNECTING RING.

TO SPORTSMEN AND CANOEISTS.

The past season has been the most successful of any in our business experience. Our unremitting efforts to supply our customers with the best of everything have been appreciated, and our reward has been a very large increase of trade. This, although boat building establishments have sprung up all over the country and low priced goods have been offered in large quantities.

Having received this catalogue (by request) we suppose you want to buy a boat. You probably have the catalogue of several other builders, and now comes the question, from whom will you purchase?

The best is always the cheapest. We have worked to that idea. Our patrons have supported us in it. Of the numerous letters received in answer to the inquiry "what has been your experience with our boats?" 99½ per cent. express unqualified approval of our work. Two-thirds of one per cent. were dissatisfied. We would be unreasonable not to be satisfied with this showing.

We publish testimonial letters, some from persons who have purchased only within the past season, some from regular customers who have dealt with us for years.

Our business has been our study, and a very pleasant one, for thirteen years. During that time we have received more than 75,000 letters—many of them lengthy ones, from ardent sportsmen or canoeists, giving us valuable information, telling us what the writer had seen or used and what he wanted. We make these letters in part our school books; our workshop is our school room, and the problem to solve is the greatest possible perfection in our work. In the following pages we have tried to give you a description of that work; but please note that *no one page* contains it all. You will do us a favor if you will read each and every line, and we will most cheerfully add by letter such other information as you may require.

Very little change has been made in our work since last year, except to build *smooth skins* when required. The "Canadian Rib and Batten Canoe" may or may not become a permanent part of our business. The same with steam launches. It will all depend upon the demand for them.

In *fittings* there is a steady growth and improvement. Of these the greater part of what we use are our own inventions, devised from time to time to meet a present want. They are mostly made from our own drawings or patterns, of the very best metal, and in make-up and finish are far ahead of anything else in the market. (Beware of imitations.)

In fitting out a boat or canoe we use the latest and best of everything. Thus a boat fitted out in July *may* have something about it not on the one fitted up in January. Our prices are based on what we put

into a boat when our catalogue goes to press—this year, January 1st—and though the last purchaser *may* get some extra trifle, (this can not be helped unless we stop the march of improvement,) the former one gets all he buys or bargains for.

In a recently published article we read these words: "Most of them, if they went about it in a proper manner, could construct good, serviceable canoes that would give them as much pleasure if not more, than their more wealthy neighbor with his \$150 canoe: nor need these canoes be much, if any, inferior to his if properly made." With the first sentence we agree, for the boy who starts out with a canvas canoe, if he don't get drowned, ends in most cases with a fine cedar one; but to say that any canvas canoe ever built is little if any, inferior to our fine cedar ones, is to say that a wall tent is as good as a "brown-stone front." There may be times and places where the tent would even be preferred, but for steady business give us something more substantial than *cloth* for use on land or water.

What others offer you is not our business, except that by the law of competition we are required to give you as ample return for your money as anyone else, if we expect your trade. That *we* are satisfied we do so is not enough. We must satisfy *you* also. Take it for granted, that all men are alike in this respect; that they do *not* sell goods for less than what it costs to make them, and when you are offered a "good rowboat complete for \$20," it does not mean one worth fifty, or thirty, but one which the builder *can sell at a profit* for \$20. Sit down and figure lumber, nails, screws, paint, oars, rowlocks, labor, shoproom, waste of material in working, advertising and profit, and see what you can buy for the money; then buy it if it suits you. These are boats we do not build. But if you want *fine goods* we have them, and though we ask you to pay us thirty, fifty, one hundred or two hundred dollars for a boat or canoe, we give you *more* for each dollar invested than any one else. Our system of construction, which has enabled us to turn out canoes of twenty lbs. weight that float 500 lbs. and carry two people, canoes weighing but *ten lbs.* that have cruised the lakes of the Adirondacks and the Gulf of Mexico, can not be equaled by any other.

It has stood the test for a dozen years.

Other systems have come and gone, leaving their bleeding-at-the-pocket victims everywhere. Ours is the *old reliable*, here to stay, coming up to each succeeding round, stronger and fresher than ever.

We give you the benefit of many years of our own experience, aided by information and advice from *ten thousand* Outers. We give you the advantage we have in buying large quantities of material, and of skilled labor long employed at the same business. Large purchases enable us to obtain inside prices in buying—large sales, to do business on small profits. Read on and you will see what we have to sell; read further on and see to whom we sell and what they think of their purchases; then if you think we can please you, we will be most happy to *try*.

Thanking you for past favors and awaiting your further pleasure, we remain,
Fraternally yours,

J. H. RUSHTON.

Canton, N. Y., January 1st, 1887.

WAS IT INTERNATIONAL?

After the copy for this catalogue was in the hands of the printer, the following extraordinary letter appeared in *Forest & Stream* :

THE PECOWSIC'S CUP.

Editor Forest & Stream :

I think that you and every fair-minded canoeist who visited the A. C. A. meet last August will pardon me for giving a big growl. I have waited four months, in the dulllest part of the season for my business, hoping against fate almost that Mr. Rushton would see the error of his ways in advertising in your columns that Vesper won the International Cup race at the meet. Was there more than one International Cup race at that meet? I am certain that Mr. Barney, in Pecowsic, won a very nice cup on which is engraved, "The International Cup of the A. C. A. Meet, 1886." I have seen and examined it, and also have an electrotype of it; and therefore fail to see what right Mr. Rushton has to advertise Vesper as the winner of this identical, individual cup. My advertisement and Mr. Rushton's have both appeared in your paper on the same page, and both of us have claimed the honor of building the winning canoe for a long enough time to exonerate me for kicking at this date. Now, can it be possible that Mr. Rushton has changed cups? Surely Vesper won the A. C. A. Perpetual Challenge Cup, the only one she did win, and, I believe, the only race she won at the meet. Why does not Mr. Rushton advertise the cup really won by Vesper, and leave Mr. Barney in possession of his own individual cup, fairly won by Pecowsic, and at the same time leave me in undisputed possession of my hard-earned laurels, and stop a large amount of correspondence from the public not acquainted with the facts of the case, asking for an explanation in regard to how it comes about that both of us claim the honor of building the canoe that won the International Cup at Grindstone Island? I have taken many a knockdown, and have turned and scud before a flawly gale, but in this breeze, that has increased for so long a time, I have decided to head up and ride it out, if possible, rather than attempt a landing on a lee shore in full view of the public.

F. JOYNER.

[The conditions governing the cup won by Vesper are as follows: "American Canoe Association Sailing Trophy, Classes A and B, no limit to rig or ballast, time limit 3 hours, distance $7\frac{1}{2}$ miles. The race is sailed each year after the regular races at the annual meet, usually held in August. The prize will be held by the winner for one year, and then must be returned to the regatta committee for competition at the annual meet of the Association. Accredited representatives of foreign clubs not exceeding five in number shall be eligible. In case of more than five foreign entries, the first five received shall be eligible to start. The total number of starters shall not exceed fifteen, and the ten or more vacancies (after deducting the foreign entries) shall be filled from those entering, by a special 'record' prepared from the result of the A and B races at the meet, in case the entries exceed the vacancies." The cup won by Pecowsic was a subscription cup, presented by several canoeists, for a race between the two English visitors and the two leading Americans, to be the property of the winner.—Ed.]

The New York Canoe Club were first to suggest an *International Race*. Many canoeists thought as we had a National or American Canoe Association it would be more proper to have such a contest under its auspices: and acting on that idea, at the meeting of the executive committee at

Oswego, N. Y., Nov. 7, 1885, on motion of Vice-Com. Wilkin, seconded by Mr. Rogers, the following resolution was passed:

In view of the approaching visit of the English canoeists, be it

Resolved, That a trophy be offered for competition at the next A. C. A. meet under A. C. A. rules, open to all A. C. A. men, and members of any recognized foreign canoe club, the trophy to be the property of the winner, and

Resolved, That the said trophy be purchased from voluntary subscriptions not exceeding one dollar each, and

Resolved, That the purchase and all the arrangements connected with the above competition be in the hands of a committee of three, and

Resolved, That the said committee be as follows: Messrs. Wm. Whitlock, W. B. Wackerhagen and Rear-Com. Parmele.

This race was widely advertised for nearly a year and spoken of as the "American Canoe Association International Contest."

At some time, we do not know the date, previous to the sailing of the race, the question arose whether the A. C. A. could within its constitution properly offer *any* prizes, other than flags, to become the property of the winner. To meet this objection the terms of the race were made as stated by *Forest & Stream*.

In the spring it was believed that at one dollar each, the amount of money would not be sufficient to purchase a suitable trophy, and larger subscriptions were allowed. The money was invested in a *beautiful cup*, which was on exhibition at the meet and ready for the winner as soon as the race was over.

We have advertised Vesper as winning the "International Cup Race" because we believed we had an undoubted right to do so.

The New York Canoe Club International Race was won by Lassie against Nautilus, Pearl and Guenn.

Regarding the cup won by Pecowsic. The statement made above by *Forest & Stream* covers the matter so far as it goes. There should be added these *facts*. The *subscription* was not suggested until the night before the *International Race*, and it was distinctly understood by those who started it that it was for a *Consolation Race*.

The builder of Pecowsic evidently so considered it, as he immediately and ever since advertised it in *American Canoeist* as such.

Just when the happy thought (!) struck him to advertise *this same race* in *Forest & Stream* as the "International Match Cup Race," and thereby lead the public to believe that Pecowsic won both races, we do not know.

We have never sailed under false colors or sought to deprive any one of honors fairly won. Neither have we ever sought to advance our own interests by disparaging other boats.

Our goods are just what we make them, whatever others may make. Vesper is simply a *cruising canoe*. In the same number of *Forest & Stream* which contained the above letter, in an article entitled "Canoeing in 1886," we find:

"The races have shown beyond dispute that in most, if not all weathers, a canoe with little or no ballast is the equal in speed of a canoe carrying several hundred pounds of lead and brass; and this, all must admit, is a most important point. It means that a canoe so light as to be easily handled ashore, easily paddled with stores on board and useful for rail transport, for river cruising and rapids, for short trips under sail or paddle; in short the all-round general utility boat, may compete in open races as well as 'no ballast' and 'cruising rig' races, with boats built solely for racing and too cumbersome, heavy and costly for most canoeists. It proves that an honest cruiser has nothing to fear from specially built craft, whose presence in any numbers in our fleet would make an end to racing as it is now, a most valuable adjunct to cruising. Some are disposed to see danger in the other direction, fearing the success of Pecowsic will lead to a fleet of very light racing machines, not only unfit for cruising, but positively dangerous. A few such boats may in time be tried, but they must develop more speed than the type has yet promised to induce canoeists to put up with their obvious defects."

ILLUSTRATIONS VS. PHOTOGRAPHS.

Although we publish many illustrations, we have concluded to further show our work by the use of *photographs*.

A cheap cut shows work off to about the same advantage as the faces of our eminent men are shown in daily papers.

A good cut, accurate in all its details, is expensive; and must be ready when the catalogue goes to press. Besides, any little future change in the construction of the boat lessens its value.

A photograph is also costly, but can be readily obtained at any time and may be preserved, a pleasing object to the eye of all lovers of boats. We have made arrangements with Mr. C. E. WELLS, of this place, (all who attended the last A. C. A. meet will remember him,) to furnish 5x8 photos. of *all* our boats, which we will furnish at cost, viz: 25 cents each. While these pictures would be a pleasant addition to the bric-a-brac of any parlor, boat or club house, and worth all they cost, we will *deduct* \$1 worth for each \$100 worth of goods taken at retail prices.

Two photographs are required to show each boat, one giving broadside, the other deck or top view.

We have also made arrangements with both Mr. STODDARD and Mr. WELLS to furnish any and all A. C. A. Views they publish. Lists and prices on application.

PLEASURE BOATS.



FROM PHOTOGRAPH OF No 107.

MODELS.—The value of a boat depends largely on its model. Be the material and labor ever so good, if the model be poor the boat is poor. The model must be adapted to the purpose for which the boat is to be used. The boat in which a Hanlan or a Ross could win a race is not the one a gentleman would select for his wife and children to use. We do not build racing shells, but do build the finest models in the world for *pleasure rowing*. They are fast enough, for that purpose, and up to their maximum speed *row very easily*, and while no boats have greater stiffness, they have not such full lines as to render them slow. They are seated so as to trim perfectly, as separately described, and the rowlocks are so arranged as to row either way, using the stern for the bow when it is necessary in order to trim the boat. Our regular boats being sharp at both ends—both ends alike—row equally well either way.

SHEER.—We give our boats considerable sheer. It gives them a very trim and jaunty look upon the water, and we know from personal experience that by reason of it they will ride a heavy sea with much greater safety. However, our method of construction is such that we can *vary the proportions*, length, beam, depth, or sheer to suit the purchaser. We recognize the right of every one to obtain just what he wants, or what he thinks he wants, in making any purchase, yet we believe that the builder who turns out hundreds of boats every year, used in many different places, by many different persons, for a wide variety of purposes, is often a better judge of what will best meet the wants of his customer than that individual is himself, and in very many instances the sportsman will be the gainer by stating the purpose for which the boat is needed, the character of the waters on which it is to be used, the approximate size and weight of the persons expecting to use it, and then be governed somewhat by the opinion of the builder.

We shall continue to try to please our patrons by building anything in the line of light, fine boats that they may desire, but shall in all cases expect to make reasonable charge for extra work on everything outside of our regular models

MATERIAL.—The various kinds of wood we use are white and Spanish cedar, mahogany, black-walnut, oak, elm, ash, birch, cherry, pine, spruce, basswood, and soft maple.

Oak.—Selected, clear, straight grained pieces only—is used for all keelsons and all bent stems. Red—also known as slippery—elm is used for ribs in all grades of boats and canoes. It is the lightest, toughest and most durable of any wood at all suited to this purpose.

White Cedar.—This is now obtained from Canada in car-load lots, lumbermen there having standing orders from us to ship all the nice stuff they can get. From millions of feet in the booms, a few hundred of the best looking logs are selected. When sawed the lumber is carefully culled, only the best being shipped. When wanted for use, both sides of each board are planed; then the poorest is taken out and used for boxing boats for shipment and for timbers and the many small pieces used in making a boat or canoe which can be cut to advantage between the knots and other bad places. This does not leave anything but what would be sold by a city dealer as No. 1. From this the very nicest is taken for sailing canoes and grade 'A' boats. The next best goes into grade 'B' boats. Nothing is used for this grade but what would be sold for clear stuff. From what is left we cut grade 'C' boats. In cutting streaks to pattern we are able to avoid knots and other imperfections, so that nothing is used even in our lowest grade of boats but what is perfect.

Spanish cedar, mahogany, and black-walnut are freely used as described elsewhere. These, like our white cedar, are selected from large stocks by dealers who have our standing order for the best they can get.

Ash.—This wood makes a very fine finish for gunwales, seats, &c., where a light colored wood is preferred to dark. Basswood we only use for the inside floor and it is most excellent for that purpose. From one to two years' stock of these various kinds of lumber is kept on hand, thus insuring thoroughly seasoned wood in everything we build. Hackmatack, in the form of ship knees, is obtained from Maine and New Brunswick, and is superior to anything else for sawed stem and stern posts and braces. It is quite light, very durable, and holds a nail or screw as well as oak.

Metal.—Copper and brass are used for all fastenings and for air chambers. Our copper nails are all cut to order, some thirty different sizes and shapes being used. While this increases their cost considerably, it enables us to do better work, as the workmen can always use just the right size. An equal variety of screws is used and each nail and screw is put where it will do the most good.

For oars, paddles, spars, &c., the same care is taken to get the best.

Thus we gather from the tropics, choice mahogany and one variety of cedar, from the wilds of Canada, another kind of cedar, the lightest and most lasting wood in the world, from the west beautiful black-walnut and pine, from the rugged Adirondacks light, tough, springy spruce—for oars—and from our home forest, oak, cherry, ash, soft maple and basswood, and we combine them to form the lightest, most durable and most beautiful boats and canoes ever offered to an enthusiastic and, we are pleased to say, appreciative public.

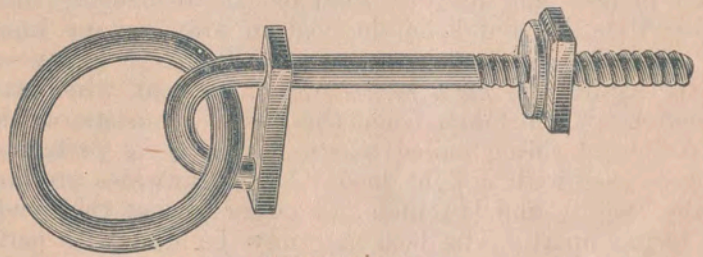
FINISHING.—We finish all work in the natural wood, with oil, shellack and varnish, unless otherwise stated. (Boats built to order will be painted if preferred, at same price.)

CONSTRUCTION--LAP STREAK.

Our method of construction is an improved lap streak or clinker. A keelson $\frac{3}{4}$ to 1 inch thick and four inches wide is rabbeted to receive the garboard—or bottom—streak. To this keelson are attached the stem and stern posts. These are all fitted with plane, chisel, rasp and sandpaper, until the garboard streak when in place, will make a perfect joint. From six to ten streaks on each side are used, according to the size and model of the boat. Each pair—one for each side—are shaped for the places they are to fill, and the edges beveled more or less as may be necessary to make a perfect joint where the streaks lap. No two pair are alike either in shape or bevel. Their shape and bevel wholly determine the model of the boat. The tightness of the joints depends upon the skill of the workman who bevels the edges and nails them together—once every inch when the ribs are in—with copper nails that are carefully clinched on an iron block. No lead is used to make tight joints, it is unnecessary. When the 'shell' is up we take it from the forms. Right here is where the superiority of this system is seen. In the old fashioned lap streak built boats, a good deal of warping and twisting was necessary to bring the nearly straight streaks of planking into proper place. The natural tendency of the wood to return to its original position was aided by the working of the boat—when in use—and resulted soon or late in causing the seams to open. To obviate this and keep the boat in proper shape, knees, braces, seats and gunwales were made stout—and therefore heavy—and were quite indispensable. By our improved system, the boat, which at this stage of construction—when taken from the forms—consists of simply the keelson, stems and siding nailed together, retains its perfect shape and could even be used with a light load. Light gunwales are now put on, and the ribs—half round $\frac{1}{4} \times \frac{1}{2}$ inch and larger ones at the rowlocks—are put in, $1\frac{1}{2}$ inches apart. The boat may now be used with perfect safety—our small, light canoes, $10\frac{1}{2}$ to 20 lbs. are left in this manner as complete—and when the seats and decks are added, the same weight of material can be used in no other manner to give equal strength. Why? Because each and every piece of siding being cut and not warped to fit, has the least possible strain put upon it. In case of accident, to which all boats are liable, no other kind can be so easily repaired, as, if necessary, a section of any streak, or a whole streak, can be cut out and a new piece inserted by any ordinary carpenter, without injury to any other streak, and with the addition of oil and varnish be as good as new again.

Another important improvement is the greater number of streaks used. It enables us to get much finer lines, and last, but by no means least, it aids largely in keeping the boat tight and in proper shape. All wood is affected more or less by water or the absence of it. If a board contains water and is exposed to high temperature it shrinks, the amount of that shrinkage depending on the amount of water, the kind of wood, and width of the board. We may say that under certain conditions a board a foot wide will shrink $\frac{1}{4}$ inch. Then if a streak be three inches wide it will vary in width 1-12 inch from wet to dry. No injurious effect will be felt from this amount, which is given as a maximum for white cedar, under the most adverse circumstances. But suppose one whole side of the boat were in a single piece. Its width would vary from 18 to 40 inches, according to size of boat; and the variation in width caused by shrinking and swelling, would be from $\frac{3}{8}$ to over $\frac{3}{4}$ of an inch. What is the result? When it shrinks beyond a certain point (being fastened at the edges) it must split. When it swells beyond a certain point it must bulge out or in, and a constant repetition of either soon

ruins the boat ; it either becomes leaky and soon goes to pieces, or warps and twists out of shape. When we take any other wood than oak, cedar, or mahogany the variation is a great deal more. Of course all boats are supposed to be protected by oil, paint or varnish, but no wood can be so protected that it will not be affected in some degree. As witness : all attempts to cement wood together so that the pieces would not separate have been entire or partial failures, as hundreds of disgusted sportsmen and canoeists can attest, while glass which is not affected by water, is readily cemented and made to hold even hot water. This also proves that a copper nail well clinched, or a brass screw where a nail can not be clinched, is the best, strongest, most durable and really the only suitable fastening used in the construction of boats. Boats defective in the principles of their construction may be made to last a short time by using them with care. Now we advise everyone to take good care of his boat whatever the kind or whoever the maker ; the better care he will take of it the longer it will last him, but it is not always convenient to spend as much time on it at the end of a day's cruise as is required to groom a trotting horse at the end of a race. A smooth level place for it to rest upon can always be found, and any boat should be of such construction and material as to stand a reasonable amount of hardship with a like amount of care.



RING BOLTS.

SEMI-SMOOTH AND SMOOTH SKIN.

As many persons prefer a smooth skin, we have decided to build them, not that we think them better or faster—that remains to be proven—but because there is a demand for them.

The system employed will still be the lapstreak. All streaks will be beveled to an edge on the inside of the boat.

In the semi-smooth all streaks will be beveled to an edge on the inside of the boat, and the next streak to be nailed on will be beveled just so much as may be needed to make smooth work inside. This will leave an outer edge like the simple lapstreak on the fourth and fifth streaks from keelson and the rest of the boat smooth. For a perfectly smooth-skin the fourth and fifth streaks will be gotten out of thicker material and hollowed and rounded to give proper shape.

Pleasure boats will be built semi-smooth and smooth, *to order only.*

GRADES.

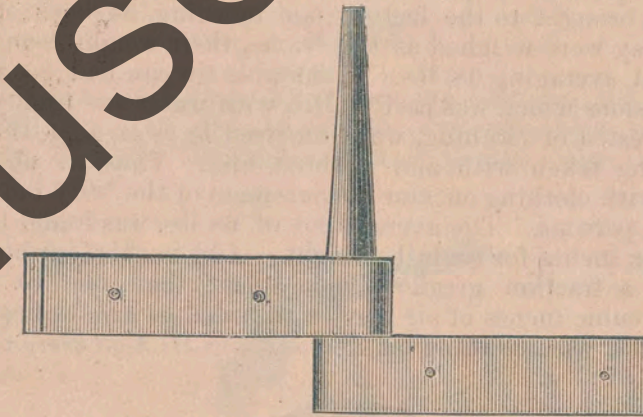
In order that purchasers may distinguish more readily the different kinds of finish and quality, we have separated our boats into grades and indicate those grades by letters, as follows :

GRADE A.—Oak keelson ; oak bent stems ; selected perfect white cedar planking, except the top streak, that of Spanish cedar ; ash gunwales ; Spanish cedar or black-walnut inwales and black-walnut seats ; mahogany

decks, with Spanish cedar, mahogany or walnut batten ; cane seated chair in stern. Fitted with nickel plated brass rowlocks ; spruce spoon oars, copper tipped, varnished and leathered.

GRADE B.—Oak keelson ; oak bent stems ; selected, clear white cedar planking ; ash gunwales, inwales, seats, and decks ; trimmed with black-walnut, Spanish cedar or mahogany. Fitted with polished brass rowlocks ; best straight blade spruce oars, copper tipped, varnished and leathered.

GRADE C.—Oak keelson ; oak bent stems ; good sound white cedar planking ; ash gunwales, inwales, seats, and decks. Fitted with malleable iron row-locks ; straight blade spruce oars, copper tipped, varnished and leathered.



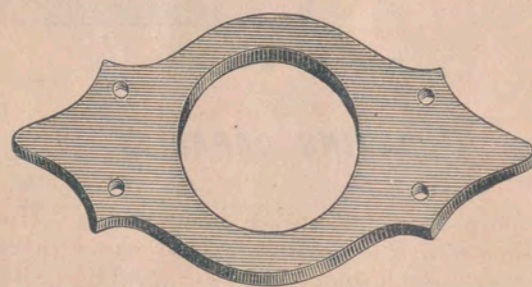
RUDDEK BRACES.

FLOATING CAPACITY.

A thousand times the question has been asked, "How much weight or how many persons will this or that boat or canoe carry?" To answer that question was very much like guess-work. The builder could say it will carry one, two, or three persons and luggage, but that was very indefinite, and, to one builder at least, unsatisfactory. Therefore we built a tank, the inside dimensions of which were 20x5x2 feet. This was then nearly filled with water, the boat to be tested was placed on the level floor and pieces of wood marked off in inches and fractions were clamped to the stems, the lower ends touching the floor. The boat was then placed on the water in the tank and a bar clamped across the gunwales amidship, the ends of which so nearly touched the sides of the tank as to keep the boat on an even keel. All the boats and canoes floated empty on a draft of from $1\frac{3}{4}$ to $2\frac{1}{4}$ inches ; except the small open canoes, they (as each boat floats its own weight in addition to figures given) float empty on too little draft to be worth measuring and therefore float a greater additional weight on four inches than many of the larger and heavier ones. Ascertained weights of a few pounds each were then loaded in—placed so that the boat was always kept level in the water, and the weight at the different depths noted down. That given as "utmost capacity" for open boats being every pound the boat would float without taking water over the gunwales. In the case of decked canoes, they were loaded just to the top edge of the gunwales. Those marked "estimated" were not tested, but the estimate was made with care by comparison with those tested, and will vary but a few pounds in any case. The draft in all cases includes the depth and curve of keelson from stem to stern. With these data before him the purchaser can readily select the size best suited to his purpose.

AIR-CHAMBERS.

For some time we have used copper for air-tanks and fit them to our open boats instead of building in bulk-heads as formerly. We are able to furnish the same boat with or without them as may be desired, as they are made to button in and can be removed and replaced again at pleasure. We use number 36 copper laid over a light wooden box—to give proper shape—and inflate them. This prevents rattling and also enables them to sustain a greater weight. The pressure required to submerge them is from 40 to 75 lbs. *each*, according to size. Their floating capacity as required for the purpose they are made, was ascertained in this manner: A small bribe brought to the factory one morning, 34 boys of all sorts and sizes. They were weighed as they came, their weight being from 38 to 105 lbs., and averaging 68 lbs. A suitable tin can had been provided of exact dimensions which was partly filled with water and each youngster, after being divested of clothing, was immersed *up to his neck*, the depth of the water being taken with and without him. Thus we obtained the exact weight with clothing on, and displacement of the body only, without clothing, of 34 persons. The average boy of 68 lbs. was found to displace 23 68-100 cubic inches for each lb. weight. Add to this four cubic inches and you have a fraction greater displacement than one lb. of water. Therefore 400 cubic inches of air may be regarded as *safe* to float a person weighing 100 lbs. with clothing on, and *and keep his head above water.*



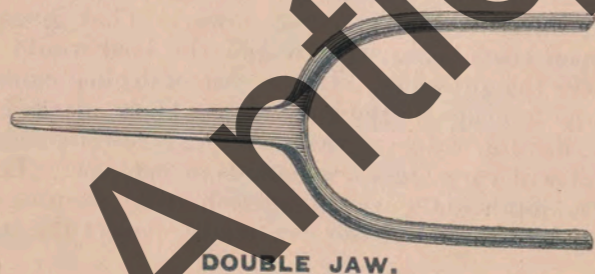
MAST PLATES. OBLONG--FANCY.

SQUARE STERN BOATS.

All our boats will be built *square stern to order*, for which an extra charge of *ten dollars* will be made whatever the size or grade.

MEASUREMENTS.

The greatest length between perpendiculars, the greatest beam outside of planking, the depth from bottom of keelson to top of gunwales and *including* rock of keelson.



DOUBLE JAW.

HOW BOATS TRIM.

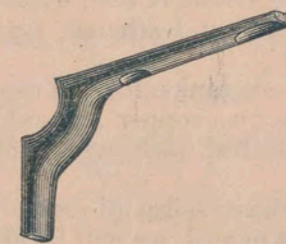
They are "trim" when on a level keelson fore and aft, or when the stern is just a trifle lower than the bow. They are *out of trim* when the bow is lowest or very much the highest.

When we say "No. 116 trims only with two persons," we mean that it is seated so to trim unless built to order in some other way. When built to order the seats can be placed to suit the purchaser, limited, of course, by the space we may have in the boat.

All our boats are seated to the best possible advantage unless wanted different *for a special purpose.*

DECKS.

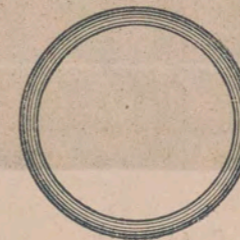
The decks at each end of our pleasure boat No. 105 to No. 114 are $2\frac{1}{2}$ to 3 feet long. In No. 114 and all numbers above that and in our open canoes, the decks are short—12 to 18 inches long—this to save both weight and room.



COAMING BRACE.

TIME REQUIRED TO FILL AN ORDER.

We are constantly building, and have one or two hundred boats on hand most of the time. These are, of course, our best selling ones. An order for what we have in stock can be filled at a few hours notice. If from our regular list, one or two weeks are required on open boats, and four to six on our fine sailing canoes, sneak-boats and cruisers, if we have to build after receiving the order. Anything outside our regular models is likely to require more time, particularly from March to September, our busy season.



RING.

PRICES.

Cancel all former lists if they do not agree with this one.

All prices are *net* and for *lapstreak* boats.

For semi-smooth add \$2.50 each, for smooth skins add \$5 each.

DESCRIPTION AND PRICES.

No. 105.

Length, 17 feet; beam, 42 inches; depth at ends, 25 inches; depth amidship, 15 inches; nine streaks on each side, four seats, trim with one, two, three or four persons. Weight, without fittings, about 100 lbs.

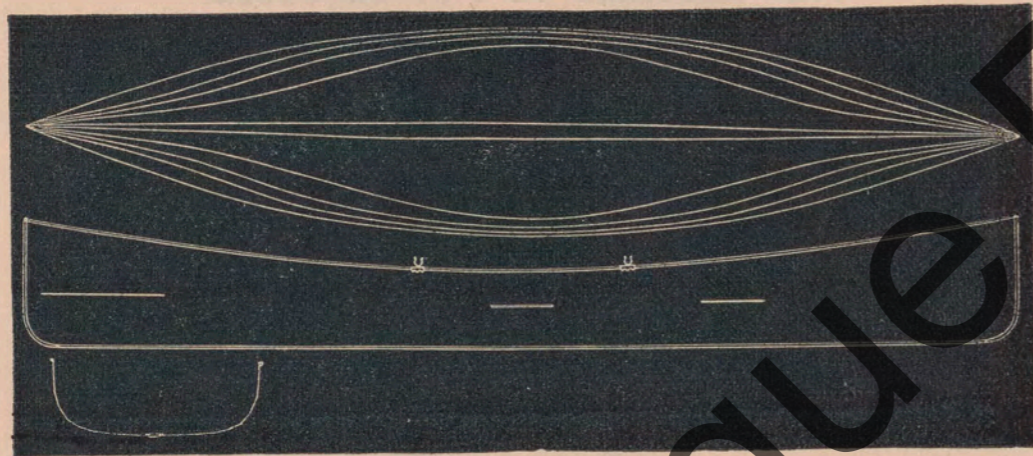
FLOATING CAPACITY—*Estimated*—On 4 inches draft, 200 lbs.; on 6 inches draft, 490 lbs.; on 8 inches draft, 800 lbs.; on 10 inches draft, 1150 lbs.; on 12 inches draft, 1540 lbs.; utmost floating capacity, 2100 lbs.

PRICE.—Grade A, \$100; Grade B, \$90; Grade C, \$80. This includes two pair of oars, 8 to 8½ feet long, leathered, tipped and varnished; two pair of rowlocks and rudder.

EXTRAS.—Two copper air-tanks, folding center-board, cushions, carpet, awning and sails. The two copper air-tanks for this boat will float seven persons weighing 150 lbs. each, with clothing on, keeping their heads above water.

We prefer that the purchaser select all extras—but when a rig is ordered and the kind or size is not named, we will furnish No. 17 with this boat.

No. 106.



Length, 16 feet; beam, 40 inches; depth at end, 25 inches; depth amidships, 15 inches; nine streaks on each side, three seats, trims with one, two or three persons. Weight, without fittings, 85 to 95 lbs.

FLOATING CAPACITY—*Tested*—On 4 inches draft, 200 lbs.; on 6 inches draft, 490 lbs.; on 8 inches draft, 800 lbs.; on 10 inches draft, 1150 lbs.; on 12 inches draft, 1540 lbs.; utmost floating capacity, 2100 lbs.

PRICE.—Grade A, \$95; grade B, \$85; grade C, \$75. This includes two pair of oars, 8 to 8½ feet long, leathered, tipped and varnished; two pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 105.

No. 107.



Length, 15 feet; beam, 42 inches; depth at ends, 25 inches; depth amidships, 15½ inches; nine streaks on each side, three seats, trims with one, two or three persons. Weight, without fittings, 80 to 90 lbs.

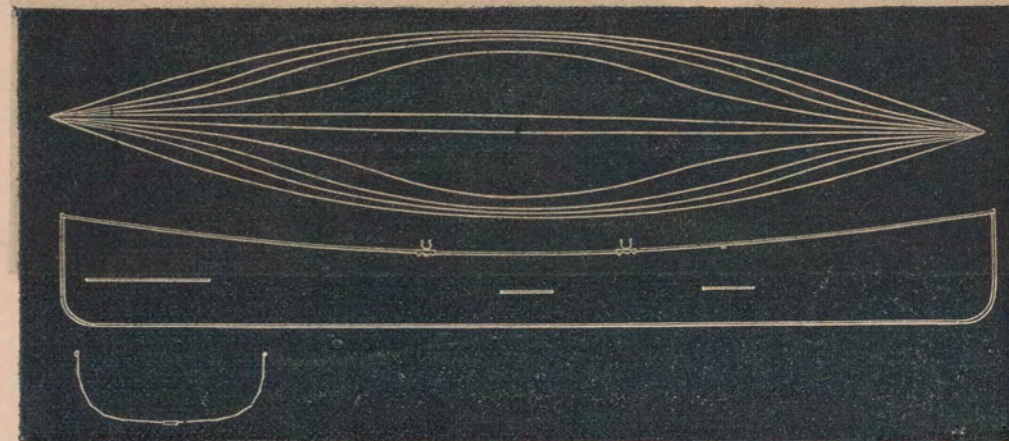
FLOATING CAPACITY—*Tested*—On 4 inches draft, 200 lbs.; on 6 inches draft, 475 lbs.; on 8 inches draft, 800 lbs.; on 10 inches draft, 1175 lbs.; on 12 inches draft, 1550 lbs.; utmost floating capacity, 2150 lbs.

PRICE.—Grade A, \$90; grade B, \$80; grade C, \$70. This includes two pair of oars, 8 to 8½ feet long, leathered, tipped and varnished; two pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 105.

This boat is very popular, as it combines to a marked degree the qualities necessary for both rowing and sailing.

No. 108.



Length, 15 feet; beam, 36 inches; depth at ends, 24 inches; depth amidship, 14 inches; eight streaks on each side, three seats, will trim with one, two or three persons. Weight, without fittings, 70 to 80 lbs.

FLOATING CAPACITY—*Tested*—On 4 inches draft, 185 lbs.; on 6 inches draft, 435 lbs.; on 8 inches draft, 720 lbs.; on 10 inches draft, 1025 lbs.; on 12 inches draft, 1340 lbs.; utmost floating capacity, 1600 lbs.

PRICE.—Grade A, \$85; grade B, \$75; grade C, \$65. This includes two pair of oars, $7\frac{1}{2}$ to 8 feet long, leathered, tipped and varnished; two pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 105, except air-tanks and sails. The air-tanks are a trifle smaller. They will float five persons weighing 175 lbs. each. Rig No. 16 will be furnished where one is ordered and no selection made by purchaser.

No. 109.

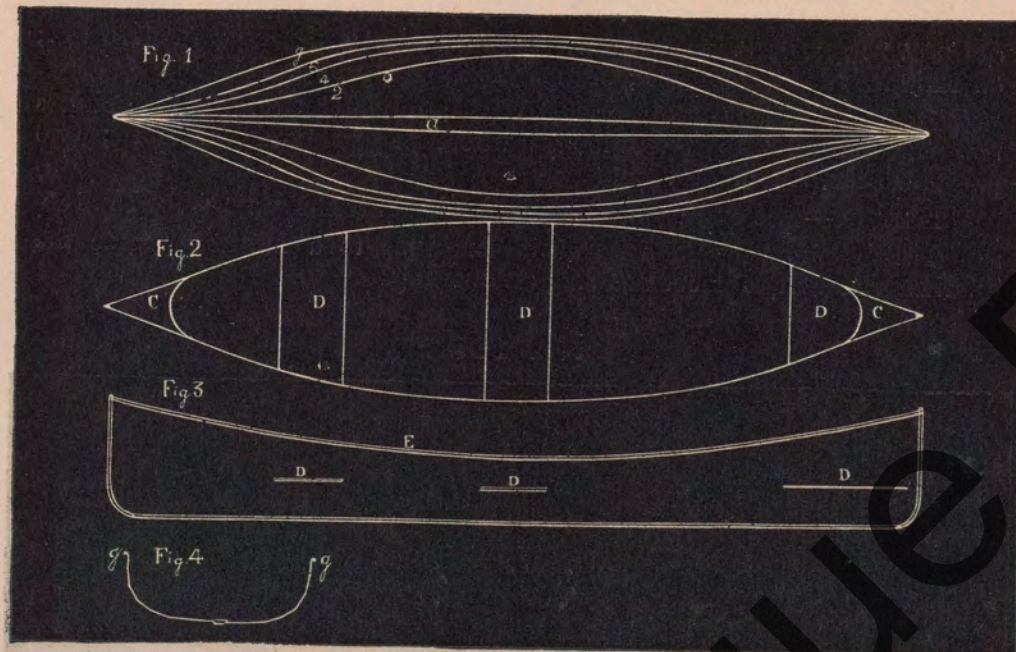
Length, 14 feet; beam, 36 inches; depth at ends, $23\frac{1}{2}$ inches; depth amidship, $12\frac{1}{2}$ inches; eight streaks each side, three seats; will trim with one, two or three persons. Weight, without fittings, 65 to 75 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 200 lbs.; on 6 inches draft, 440 lbs.; on 8 inches draft, 700 lbs.; on 10 inches draft, 975 lbs.; utmost floating capacity, 1375 lbs.

PRICE.—Grade A, \$80; grade B, \$70; grade C, \$60. This includes two pair of oars, $7\frac{1}{2}$ to 8 feet long, leathered, tipped and varnished; two pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108.

No. 110.



Length, 13 feet; beam, 34 inches; depth at ends, $23\frac{1}{2}$ inches; depth amidship, 13 inches; eight streaks each side, three seats, will trim with one, two or three persons. Weight, without fittings, from 60 to 70 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 200 lbs.; on 6 inches draft, 400 lbs.; on 8 inches draft, 650 lbs.; on 10 inches draft, 900 lbs.; utmost floating capacity, 1350 lbs.

PRICE.—Grade A, \$70; Grade B, \$62.50; grade C, \$55. This includes one pair of $7\frac{1}{2}$ foot oars, leathered, tipped and varnished; one pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108. We have no boat on our list more popular than this, it being the right size for either a pleasure or hunting boat. It is very steady, therefore safe for ladies and children.

No. 111.



Length 13 feet, beam 35 inches, depth at ends $20\frac{1}{4}$ inches, depth amidship 12 inches, eight streaks on each side, three seats, will trim with one, two, or three persons; weight, without fittings, from 50 to 60 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 185 lbs.; on 6 inches draft, 385 lbs.; on 8 inches draft, 600 lbs.; on 10 inches draft, 860 lbs.; utmost floating capacity, 1,050 lbs.

PRICE.—Grade A, \$65.00; grade B, \$57.50; grade C, \$50.00. This includes one pair of $7\frac{1}{2}$ foot oars, leathered, tipped and varnished; one pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as 108.

This makes a fine boat for inland waters where less depth is required and where the saving of a few pounds weight is an object.

This boat will be built square stern—to order only—for \$10.00 extra.

No. 112.

Length 13 feet, beam 36 inches, depth at ends 23 inches, depth amidship 15 inches, eight or nine streaks on each side, three seats, will trim with one, two or three persons; weight, without fittings, from 60 to 70 lbs. This is like No. 111, only a deeper boat.

FLOATING CAPACITY.—*Tested*.—Same as No. 111, for the same depth, but at utmost capacity will float about 400 lbs. more, or about 1,450 lbs.

PRICE.—Grade A, \$70.00; grade B, \$62.50; grade C, \$55.00. This includes one pair of $7\frac{1}{2}$ foot oars, leathered, tipped and varnished; one pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108.

This makes an excellent sea boat on account of greater depth amidship.

No. 113.



Length 12 feet, beam 32 inches, depth at ends 21 inches, depth amidship 13½ inches, eight streaks on each side, two seats, trims only with two persons; weight, without fittings, from 45 to 55 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 135 lbs.; on 6 inches draft, 316 lbs.; on 8 inches draft, 540 lbs.; on 10 inches draft, 775 lbs.; utmost floating capacity, 1,075 lbs.

PRICE.—Grade A, \$60.00; grade B, \$52.50; grade C, \$45.00. This includes one pair of 7 foot oars, leathered, tipped and varnished; one pair of rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108.

No. 114.

Length 16 feet, beam 30 inches, depth at bow 20½ inches, depth at stern 17¾ inches, depth amidship 10½ inches, sawed stem and stern post, the latter straight, seven streaks on each side, three seats, and trims with one, two or three persons; weight, without fittings, 50 to 60 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 235 lbs.; on 6 inches draft, 480 lbs.; on eight inches draft, 725 lbs.; on 10 inches draft, 1,000 lbs.; utmost floating capacity, 1,100 lbs.

PRICE.—Grade A, \$70.00; grade B, \$60.00; grade C, \$50.00. This includes two pair of 7 foot oars, leathered, tipped and varnished; two pair of rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108. This is the hull of the 16x30 Tandem Princess and makes a very fast little pleasure boat. Built only to order. This may also be used as an open Tandem canoe.

No. 115.

Length 15 feet, beam 31½ inches, depth at bow 20½ inches, depth at stern 17¾ inches, depth amidship 10½ inches, sawed stem and stern-post, the latter straight, seven streaks on each side, three seats, will trim with one, two, or three persons; weight, without fittings, 50 to 60 lbs.

FLOATING CAPACITY.—*Tested*.—The same as No. 114, except at utmost capacity which is about 50 lbs. less.

PRICE.—Grade A, \$70.00; grade B, \$60.00; grade C, \$50.00. This includes two pair of 7 foot oars, leathered, tipped and varnished; two pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108. This is the hull of the 15 feet by 31½ inches Princess and makes a very nice little pleasure boat. Built only to order. This may also be used as an open Tandem canoe.

No. 116.

Length 14 ft. 6 in., beam 30 inches, depth at bow 19 inches, depth at stern 16½ inches, depth amidship 11¼ inches, sawed stem and stern-post, the latter straight, seven streaks on each side, two seats, trims only with two persons; weight, without fittings, about 50 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft 190 lbs.; on 6 inches draft, 390 lbs.; on 8 inches draft, 625 lbs.; on 10 inches draft, 875 lbs.; utmost floating capacity 1,000 lbs.

PRICE.—Grade A, \$65.00; grade B, \$57.50; grade C, \$50.00. This includes one pair of 7 foot oars, leathered, tipped and varnished; one pair rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108. For this boat we now use the hull of Mohican No. 1, instead of Princess No. 1, as formerly. Built only to order. This may also be used for an open Tandem canoe.

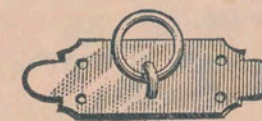
No. 117.

Length 15 feet, beam 30 inches, depth at bow 20 inches, depth at stern, 17½ inches, depth amidship 11½ inches, sawed stem and stern-post, the latter straight, seven streaks on each side, two seats, trims only with two persons; weight, without fittings, 50 to 60 lbs.

FLOATING CAPACITY.—*Estimated*.—On 4 inches draft, 185 lbs.; on 6 inches draft, 305 lbs.; on 8 inches draft, 640 lbs.; on 10 inches draft, 875 lbs.; utmost floating capacity, 1,000 lbs.

PRICE.—Grade A, \$65.00; grade B, \$57.50; grade C, \$50.00. This includes one pair of 7 foot oars, leathered, tipped and varnished; one pair of rowlocks and rudder.

EXTRAS.—The extras suitable for this boat are the same as for No. 108. This is the hull of the No. 4 Mohican and makes a very nice little pleasure boat for two persons. Built only to order. This may be also used for an open Tandem canoe.



SHEET RING.

OPEN CANOES.

For hunting, fishing or trapping. These canoes are entirely open except very short decks at the ends. They may be fitted with air tanks if desired.

No. 118.

Length, 14 feet; beam, 27 inches; depth at bow, 15 inches; depth at stern, 14 inches; depth amidship, 9 inches; bent stems; six streaks on each side; no seats; weight, about 35 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 175 lbs.; on 6 inches draft, 350 lbs.; on 8 inches draft, 550 lbs.; utmost floating capacity, 600 lbs.

PRICE.—Grade A, \$50.00; grade B, \$45.00; grade C, \$40.00. This includes one canoe cushion and one double bladed paddle.

This is the hull of the Grayling canoe, and is designed for a light open paddling canoe for one person.

No. 119.

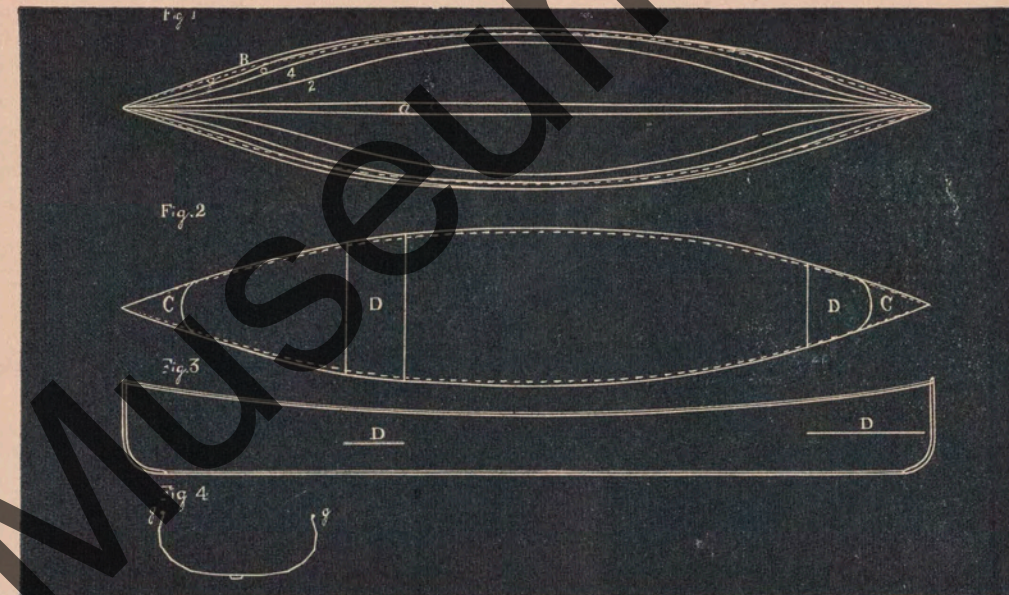
Length, 14 feet, 6 inches; beam, 30 inches; depth at bow, $17\frac{1}{2}$ inches; depth at stern, $15\frac{3}{4}$ inches; depth amidship 11 inches, bent stems; seven streaks on each side; two seats; trims only with two persons; weight without fittings, 40 to 50 lbs.

FLOATING CAPACITY.—*Tested*.—On 4 inches draft, 175 lbs.; on 6 inches draft, 385 lbs.; on 8 inches draft, 640 lbs.; on 10 inches draft, 900 lbs.; utmost floating capacity, 1,050 lbs.

PRICE.—Grade A, \$55.00; grade B, \$50.00; grade C, \$45.00. This includes two $8\frac{1}{2}$ ft. double bladed paddles.

This is the hull of the Ellard canoe, and makes a very fine open canoe for two persons. Built only to order.

No. 120.



Length, 13 feet; beam at bottom of top streak, 30 inches; at gunwale, 28 inches; depth at ends, 18 inches; depth amidship, 12 inches; bent stems; seven streaks on each side; two seats, trims only with two persons; weight, from 40 to 45 lbs.

FLOATING CAPACITY.—*Estimated*.—On 4 inches draft, 185 lbs.; on 6 inches draft, 400 lbs.; on 8 inches draft, 640 lbs.; on 10 inches draft, 900 lbs.; utmost floating capacity, 1,150 lbs.

PRICE.—Grade A, \$55.00; grade B, \$50.00; grade C, \$45.00. This includes two $8\frac{1}{2}$ ft. double bladed paddles.

For a hunting canoe this has no superior. Built only to order.

No. 121.

BETTER KNOWN AS THE "NESSMUK."

Length 10 feet; beam, 26 inches; depth at ends, 14 inches; depth amidship, $9\frac{3}{4}$ inches; thickness of siding 3-16 inch; no seats; weight from 16 to 18 lbs., or $\frac{1}{4}$ inch siding, 20 to 22 lbs.

FLOATING CAPACITY.—*Tested*.—on 4 inches draft, 185 lbs.; on 6 inches draft, 325 lbs.; on 8 inches draft 450 lbs.; utmost floating capacity, 600 lbs.

PRICE.—Grade A, \$35.00; grade B, \$30.00; not built in grade C. This price includes one $7\frac{1}{2}$ ft. double bladed paddle, nothing else.

This canoe is a favorite with those who want a very small, very light canoe for streams where portages are frequent. It is suitable for but one person of light to medium weight.

No. 122.

Or BUCKTAIL.

Length, 10 feet, 6 inches; beam, 26 inches; depth at ends, 16 inches; depth amidship, 10½ inches; thickness of siding, 3-16 inch; no seats; weight from 20 to 25 lbs., or ¼ inch siding, 25 to 30 lbs.

FLOATING CAPACITY.—*Tested.*—On 4 inches draft, 175 lbs.; on 6 inches draft, 300 lbs.; on 8 inches draft, 450 lbs.; utmost floating capacity, 650 lbs.

PRICE.—Grade A, \$35.00; grade B, \$30.00; not built in grade C. This price includes one 7½ ft. double bladed paddle.

This canoe is a trifle stronger than the "Nessmuk" and will stand a little more hard usage. Suitable for one person of medium weight.

The Bucktail is the best selling small canoe we ever built.

No. 123.

HULL OF NO. 3, MOHICAN.

Length, 15 feet; beam, 28 inches; depth at bow, 18 inches; depth amidship, 10 inches; depth at stern, 15 inches; sawed stem and stern posts; short decks; two seats; seated to trim with two persons; weight 40 to 50 lbs.

FLOATING CAPACITY.—*Estimated.*—On 4 inches, 175 lbs.; on 6 inches, 375 lbs.; on 8 inches, 600 lbs.; on 10 inches, 850 lbs.

PRICE.—Grade A, \$60.00; grade B, \$55.00; grade C, \$50.00. This includes two 8 ft. double paddles.

No. 124.

HULL OF VESPER NO. 2.

Length, 15 feet, 6 inches; beam, 30 inches; depth at bow, 18 inches; amidship, 10 inches; at stern, 16½ inches; sawed stem and stern posts; short decks; seated for two; weight, 40 to 50 lbs.

FLOATING CAPACITY.—*Estimated.*—The same as No. 119.

PRICE.—Grade A, \$65.00; grade B, \$60.00; grade C, \$55.00. This includes two 8½ ft. double paddles.

CANADIAN CANOES.

Having had many calls for these canoes, we have made arrangements to build them. The work will be superintended by an experienced builder from the Dominion.

For the present we offer the following list, *reserving the right to cancel or change if we find either necessary.* If the work proves a success, other sizes will in time be added.

Although we will build for stock, it will not be safe to expect an order filled under two weeks.

CANADIAN RIB & BATTEN BASSWOOD CANOES.

DIMENSIONS AND PRICES.

16 ft. x 32 in. x 12 in. deep,.....	\$40.00
16 ft. x 30 in. x 12 in. ".....	38.00
16 ft. x 28 in. x 12 in. ".....	36.00
15-6 ft. x 31 in. x 12 in. ".....	38.00
15-6 ft. x 29 in. x 12 in. ".....	36.00
15 ft. x 30 in. x 12 in. ".....	36.00
15 ft. x 28 in. x 12 in. ".....	35.00
14-6 ft. x 29 in. x 11 in. ".....	35.00
14-6 ft. x 27 in. x 11 in. ".....	34.00
14 ft. x 28 in. x 11 in. ".....	33.00
14 ft. x 26 in. x 11 in. ".....	32.00

These canoes will be built on the rib and batten plan, three streaks on each side, siding ¼ inch basswood, ribs and battens red elm, gunwales and decks ash; copper fastened, oiled and varnished, and will be fitted with two single blade paddles each.

The decks and thwarts can be taken out and certain sizes nested for shipment. A. 14x28 will nest in a 15x30 and that in turn in a 16x32.

CRUISERS.

THE BARNEGAT SNEAK BOAT.



DIMENSIONS.—Length, 12 feet; greatest width, 4 feet; width of stern, 34 inches; depth of stern, 7 inches; greatest depth amidships, 16 inches.

MATERIAL.—Timbers, *white cedar* sawed $\frac{3}{4} \times 1\frac{1}{2}$, or bent of elm or oak, and placed $5\frac{1}{2}$ inches apart; stern and skag of oak, also two pieces of oak on the bottom $\frac{3}{4} \times \frac{3}{4}$ inches, 6 inches apart, lengthwise of the boat to protect the bottom in drawing it on the ground.

PLANKING. *White cedar* $\frac{3}{8}$ inch thick (9 streaks) put on "ship lap."

DECK.— $\frac{3}{8}$ mahogany and cherry in alternate strips.

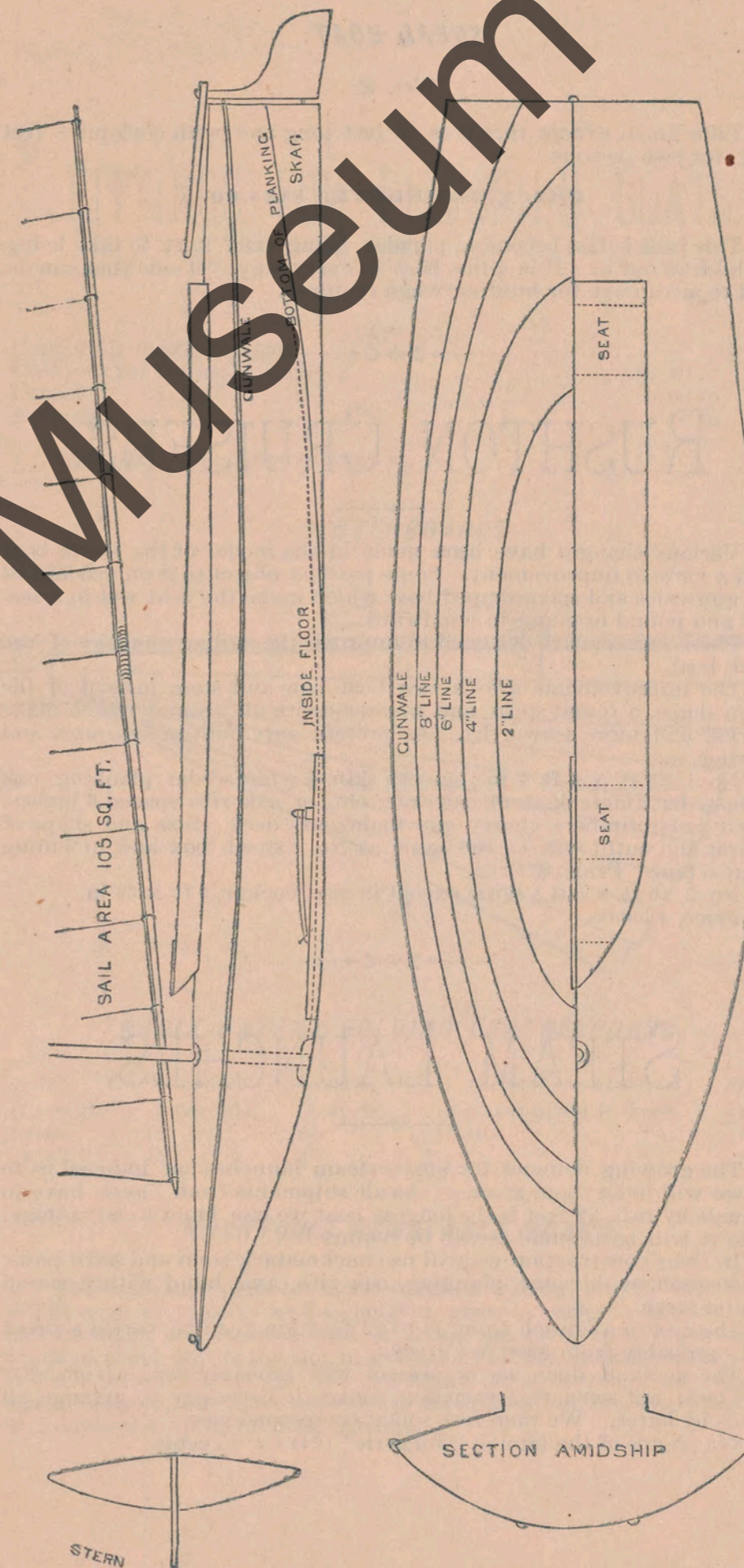
HATCHES. $\frac{1}{4}$ spanish cedar or mahogany, in sections to fasten like those of a canoe.

COCKPIT. 7 ft. x 19 inches, pointed flaring coaming of black-walnut like that of a canoe. Copper and brass fastened throughout; finished in oil, shellac and varnish, and fitted with *Radix* center-board, rudder, tiller, two seats, brass nickel-plated rowlocks that stand 8 inches above the deck and fold down in-board when not in use, one pair straight blade spruce oars, "Rig No. 15" complete, and Chester folding anchor. Weight, with center-board and no other fittings, about 140 lbs. On account of the great stability and safety of these boats, we do not put in air tanks.

PRICE—Complete, as above, \$125.00.

Will build this size only to order.

No photograph—because a photograph of it would look like the No. 2.



SNEAK BOAT No. 2--See description, page 26.

SNEAK BOAT.

No. 2.

Like No. 1, except that it is 14 feet long and with cock-pit 8 feet long, for two persons.

PRICE COMPLETE, \$135.00.

This boat is fast becoming popular, being VERY SAFE to take ladies or children out in. It is a fine boat in every way, yet one that can be used to advantage for hunting when required.

RUSHTON CRUISERS.

Various changes have been made in the model of the sneak boat with a view to improvement. Some persons object to it on account of low gunwales and spoonshaped bow which make the boat wet in a seaway and pound in going to windward.

These cruisers are designed to improve the sailing qualities of the sneak boat.

The improvements are—a row boat bow and stem instead of the spoon shape, a round stern, and greater depth all around which make it dryer and more seaworthy. At present only built in two sizes and to order.

No 1, 13 ft x 4 ft 4 in.; smooth skin, $\frac{3}{4}$ white cedar planking, oak keelson, hackmatack stem, oak skag, elm or oak ribs spaced 6 inches, sawed cedar timbers, cherry and mahogany deck. Size and shape of cockpit and outfit will be the same as No. 2 sneak box and including a canoe tent. Price, \$150.00.

No. 2, 16 ft. x 5 ft.; same except in size, cockpit 9 ft x 33 in. Price, \$200.00.

STEAM LAUNCHES.

The growing demand for small steam launches has induced us to say we will build them *to order*. As all shipments from *Canton* have to be made by rail, 32 feet is the longest boat we can build to advantage, while 18 will be as small as will be required.

In their construction we will use hackmatack stem and stern posts, oak keelson, white pine planking, oak ribs, and build with a round counter stern.

The cost of a launch from 18 to 32 feet long can be varied a great deal—probably from \$300 to \$10,000.

The demand upon us at present will probably range from \$350 to \$1,000; but even this variation makes it necessary to arrange all details by letter. We therefore solicit correspondence.

4x5 photos of the launch "Joharrie" (24x4-2) 15 cents.

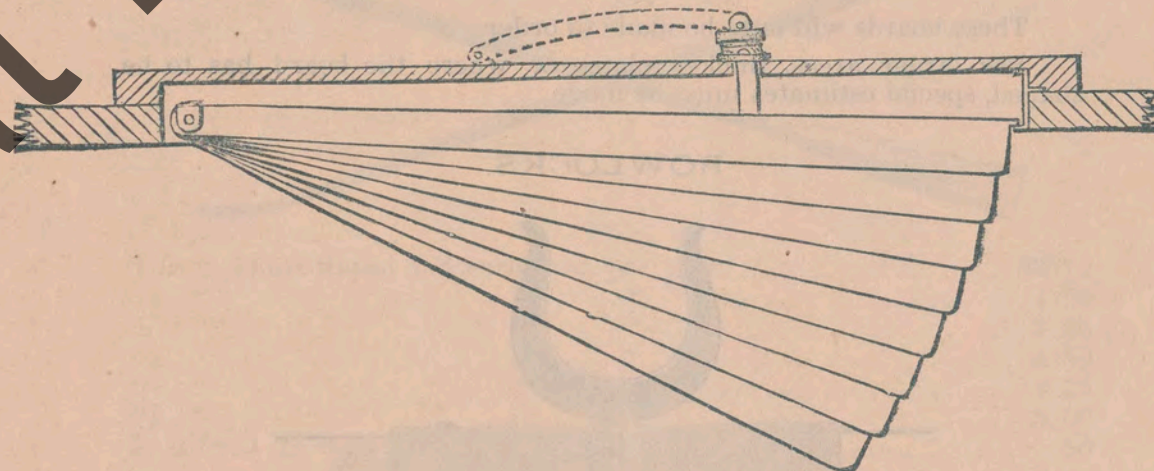
FITTINGS FOR PLEASURE BOATS.

Copper air-tanks, per pair	\$ 8 00
Cushions for the seats, each.....	\$3 50 to 7 50
Carpet.....	5 00 to 12 00
Awning.....	8 00 to 10 00

Sails, &c. (See canoe fittings.)

CENTERBOARDS.

RADIX.



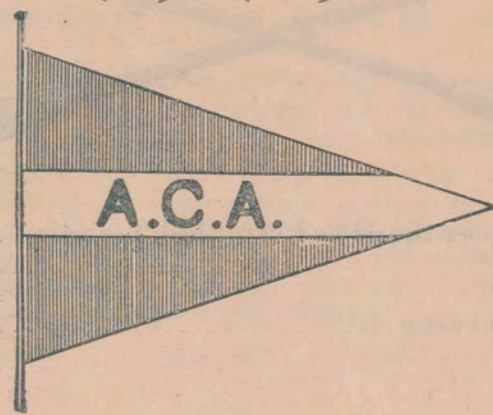
RADIX PATENT FOLDING CENTRE BOARD.

SIZE.	WEIGHT.	AREA.	WIDTH OF SLOT.	PRICE.
15x30 in.,	9 pounds,	1 $\frac{3}{8}$ sq. ft.	15-16 required in keel,	\$12 00
18x36 "	12 "	2 $\frac{1}{4}$ "	15-16 " "	15 00
24x37 "	15 "	4 "	1 $\frac{1}{4}$ " "	20 00

RUSHTON'S REMOVABLE BOARD.

This is a single plate of metal within a wooden trunk. The trunk is left open at the top and is held in place by several cam-bolts and can be taken out and replaced in about ten seconds. When out, a block of wood covers the slot in keelson. Rubber packing attached to keelson prevents leaking. We can make these boards of any desired size or weight; but those named will be suitable for the craft we build and cover the wants of most persons.

AMERICAN CANOE ASSOCIATION.



The American Canoe Association was organized at Lake George in August, 1880, mainly through the efforts of Mr. N. H. Bishop; about 30 canoeists were present. To-day the membership is so large and so widely scattered that it has been deemed best to make divisions in the Association, and work in that direction is now going on.

The present officers are :

Commodore—ROBERT J. WILKIN, 148 Henry st., Brooklyn, N. Y.
Secretary and Treasurer—Dr. CHARLES A. NEIDE, Schuylerville, N. Y.

Regatta Committee—Henry Stanton, 15 Broad street, New York City, Chairman; Col. H. C. Rogers, Peterborough, Ontario, Canada; George M. Barney, Springfield, Mass.

CENTRAL DIVISION.

Vice-Commodore—R. W. Gibson, Albany, N. Y.
Rear-Commodore—B. W. Richards, Brockville, Ont., Canada.
Purser—E. W. Brown, 4 Bowling Green, New York City.
Executive Committee—J. W. Higgins, Oswego, N. Y.; C. J. Bousfield, Bay City, Mich.; R. W. Bailey, Pittsburgh, Pa.; Colin Fraser, Toronto, Canada; Wm. Whitlock, New York City; S. G. Fairtlough, Kingston, Ont., Can.

Regatta Committee—C. B. Vaux, 34 Cortlandt street, New York City, chairman; F. F. Andrews, Rochester, N. Y., and W. G. M. Kendrick, Toronto, Ontario, Canada.

EASTERN DIVISION.

Vice-Commodore—Paul Butler, Lowell, Mass.
Rear-Commodore—E. H. Barney, Springfield, Mass.
Purser—W. B. Davidson, Hartford, Conn.
Executive Committee—Geo. L. Parmele, Hartford, Conn.
Regatta Committee—F. A. Nickerson, L. Q. Jones, C. Murphy.

WESTERN CANOE ASSOCIATION.

Commodore—George B. Blinn, Cincinnati, O.
Vice-Commodore—A. W. Catebin.
Rear-Commodore—Thomas P. Gaddis, Dayton, O.
Secretary-Treasurer—James O. Shires, Cincinnati, O.
Executive Committee—Geo. A. Wender, O. H. Root and Chas. R. Meville.

The next annual meeting of the A. C. A. will be held August 12-26, at Bow Arrow Point, Lake Champlain. The A. C. A. holds its annual meeting in July, at Ballast Island in Lake Erie.

Official organs of the A. C. A., *Forest & Stream*, 39 Park Row, and *American Canoeist*, 5 Union Square, N. Y. City.

FLAG STAFF.



RACING CANOES.



SCENE AT AN A. C. A. MEET.

THE START.

We clip from holiday number of *Outing*:

"Although racing is not the chief aim or end of a canoe, it has played a very important part in the evolution of the canoe itself, and those who never race, and never intend to, look with interest into the results of races to determine the value of this or that point in construction, model, rig or gear. To races and published reports of the same is due, in large measure, the growing popular interest in the canoe and the many recruits to the ranks of canoeists. Last year some mooted points about sailing canoes were also settled. But so many new points appeared, that there seems about as much that is unknown ahead of the canoeist as there did before."

We endorse the above.

Although each local meet and each A. C. A. meet has its races and racers, the canoeists of America are to a man cruisers. Very few canoes have been built for racing only.

Mohigan No. 4, a very fast sailer, is strictly a cruiser. *Vesper* was designed for a cruiser and no ballast sailer.

The Rushton canoes have won hundreds of prizes, the crowning event being the A. C. A. International Challenge Cup in August last. Still they are one and all strictly

CRUISING CANOES.



THE SNAKE, (Ellard or Mohican Model) Showing Her as Rigged in '84.

MODELS.

We build a canoe and it becomes popular. We build another, in our opinion just as good, and it meets with little sale. So from year to year we drop out some of the old and add some new models—without any other apparent reason than above named.

For this season we retain all those described in last year's catalogue, except the Ellard, and add the *Vesper* and *Vesper No. 2*.

There is a tendency on the part of some to go back to class A canoes, building up to full limit of 25 inches. No. 3 Mohican will meet this want and we retain the *Stella Maris* and *Grayling*. For class B, we have the four Mohicans, the No. 2 *Princess*, also the 16x30, for a Tandem, and the two *Vespers*; No. 3 Mohican going in either class.

Now each and every one of our canoes is a good cruiser, but purchasers should select to suit their individual taste or wants. The craft that is best for an inland stream with frequent rapids and portages is not the best one for the broad river, the open lake or harbor. The canoe that will do nicely with a crew of 125 to 140 lbs., is over-loaded with the big six-footer who weighs 200 lbs. For inland cruising and a light to medium weight crew and cargo, the *Class A* canoes will be found to have ample capacity, and that they can stand a heavy blow on big waters if need be, is beyond question. For medium to heavy weights with ample sea room and few carries, the *Class B* are better. A 14-6x30 to 15-6x30 is the best all around canoe; while 15x31½ or 16x30 will be better for an extra heavy weight or *Tandem*.

CONSTRUCTION.

Since the organization of the A. C. A., canoe clubs have been formed in many places, canoes classified and everything pertaining to them greatly improved. These improvements are due to the enterprise and experiments of canoeists and to the efforts of builders to fully meet the demands made upon them for fine work. The material used in all first-class canoes varies but little: oak keelson, oak or hackmatack stem and stern-posts, white cedar siding with top-streak of Spanish cedar; timbers of white cedar, deck and hatches of mahogany, ribs of red elm, coaming, battens and gunwales of black walnut and all fastenings of copper and brass. All canoes are finished in oil and varnish and the decks highly polished.

In weight of material and mode of construction the hull of our canoe is the same as our open boat. After the shell is up it is oiled inside and shellacked and the ribs put in. Then the deck timbers, about 3-4 x 7-8 inch in size, (small knees supporting them throughout the center of the boat,) bulk-head, coaming, mast-steps and air-tanks are put in; after this the inside is shellacked again and varnished, and then the deck and hatches go on. The after air-tank goes aft of the dandy mast, which is stepped about 30 to 32 inches from tip of stern post. The forward mast tube is stepped close up in the bow.

We put in all canoes two for'd mast tubes. The first as close as possible to the stem. The second about two feet from the first, with the air-tank between. The size of these air-tanks varies in the different sized canoes. The smallest pair support 70 lbs. dead weight, and the largest about 100 lbs. each, or will float from 3 to 5 persons weighing 150 to 160 lbs. each in the water, keeping their heads above the surface. With these you *always* have an *Air-Chamber* that will float the crew and cargo even if the canoe itself be crushed or broken up. Of course we cannot use them for storage. You do not need them. They only occupy space in the canoe where very little could be stored.

DRY STOWAGE.

The dry stowage compartment in a canoe should be forward, for two reasons: it is within reach of the crew without turning around, and when loaded enables the crew to sit further aft, which is an advantage in handling the craft. It is usually formed by the hull and deck of the canoe, the forward air-tank and permanent bulk-head placed just forward of the cock-pit, with a hatch through the deck. Built in this manner, though we take every possible care to make them tight, it is evident that they are as liable to leak as any other part of the boat, and though to be depended upon under ordinary circumstances cannot be warranted absolutely safe at all times.

METALLIC DRY STOWAGE.—Brass or copper cases with metal covers are sometimes used, but as heretofore built they are heavy, expensive, and as a rule unsatisfactory.

At the time of going to press we are experimenting on a *metallic dry stowage* with prospects of success.

We will make a box of thin, light wood to fit the canoe at proper place; over this we will put thin copper the same as our *air tanks*. In the top we will cut a round hole about ten inches in diameter, having a suitable lid or cover, which is attached to the regular hatch or deck, and which will be made water tight by use of rubber packing. It is fastened down by a thumb-screw on one side and a button on the other, and may be locked up. The weight of this compartment will be 8 to 10 lbs. and the extra cost of a canoe having it in will be *five dollars*.

We do not expect to put them in stock canoes at present.

COCK-PIT.

The "fathers of canoeing" told us to build the cock-pit 3 ft. long. This length has been gradually increased until 5 to 7 ft. is the standard. Hereafter we will build 5 ft. in 14 ft.; 5 ft. 6 inches in 14 ft. 6 inches; 6 ft. in 15 ft.; and 7 ft. in 16 ft. canoes, unless otherwise ordered. The cock-pit will be covered by a hatch in four pieces, made to lock up. This is the method now employed:—Small brass pieces are screwed to the inside of the coaming, at proper places, to support the hatches; pieces of brass are attached to the lower side of hatch timbers to prevent wear, and certain pieces go under certain other pieces on the coaming. A brass hinge is fastened to the inside of the coaming which projects through the hatch, when the hatch is in place, and may be secured by a padlock. When the hatch is off, the hinge shuts down out of the way.

TO TAKE OFF THE HATCHES.

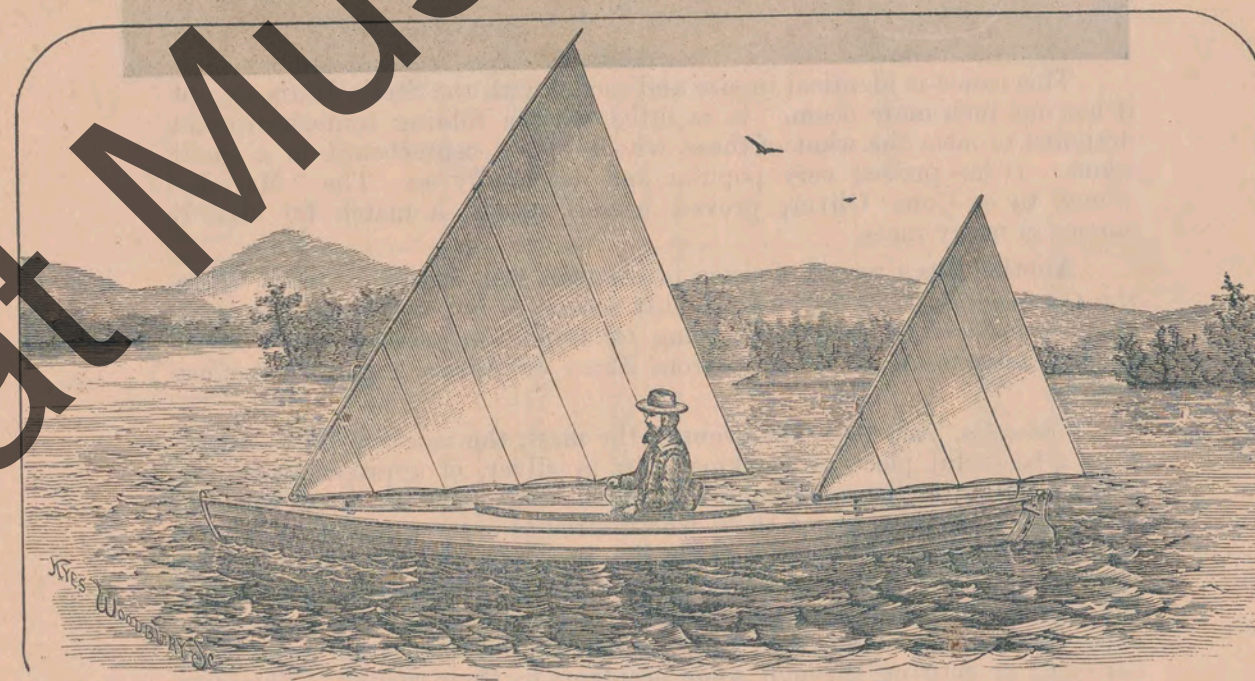
(You are supposed to have just received your canoe from the builder.) Raise the third section of the hatch, then push each section *for'd* or *aft* an inch or so in turn and lift them off. To replace them, reverse the operation.

LOCKS.—We furnish *no lock*, unless so ordered, and charge extra therefor as per list.

The coaming is made of black walnut, 3-8 inch thick. It will hereafter be made pointed and flaring forward, and *not* as shown in some of the cuts. To further strengthen it we use three small nickel-plated brass braces on each side.

CURVE OF DECK TIMBERS.

For the sake of uniformity in our work, we will give all deck timbers a rise or curve of 2 inches to 30 inches of length.

CLASS A CANOES.**THE STELLA MARIS.**


Her dimensions are: length, 14 feet; beam, 26 inches; depth amid-ship, from bottom of keel to top of gunwale, 9 inches; depth at bow, 17 inches; depth at stern, 15 inches; cambre, or curve of keel from bow to stern and stern-posts about $\frac{3}{4}$ inch; cock-pit, 5 feet by 18 inches.

FLOATING CAPACITY.—*Tested.*—On 4 inches draft, 175 lbs.; on 6 inches draft, 350 lbs.; on 8 inches draft, 550 lbs.; utmost capacity, 650 lbs.

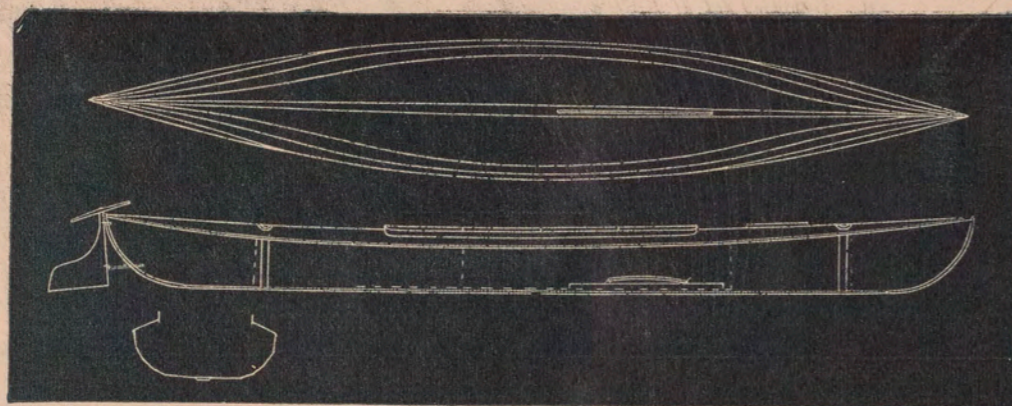
NOTE.—In measuring and testing this canoe we did not take into account the extra depth of keel, which is about $\frac{7}{8}$ of an inch more than a keelson would be, *i. e.*, this extra depth is included.

PRICE.—Without fittings, \$80.00; with outfit No. 1, \$108.00; with outfit No. 2, \$114.00.

These are suitable cruising rigs. Add to the above prices the extra cost of racing rigs, drop-rudder, deck-seat, deck-steering gear, and tent, when these are required with the canoe.

 Built only to order.

THE GRAYLING.



This canoe is identical in size and model with the Stella Maris, except it has one inch more beam. It is fitted with a folding centerboard and designed to meet the want of those who prefer a centerboard in a small canoe. It has proved very popular and deservedly so. The "Marion," owned by ex-Com. Oliver, proved herself nearly a match for class B canoes in many races.

Another has a record of seven prizes won last season. Among them the *Gardner Challenge Cup*, a prize only second in importance to the *A. C. A. International Challenge Cup*, being the important prize of the Western Canoe Association. We clip from *Forest & Stream* report of August 12th:—

"Monday, July 19.—The event of the meet, the race for the Gardner Cup, a beautiful piece of workmanship in silver, of appropriate design, was placed on the list as Monday's sport, the last of the meet. A mistake was made here, as many of those who desired to enter were called home; but, as it was, ten canoes crossed the line in a gale of wind to contest for the cup's ownership for one year. It was a six mile race, or twice around the regular three-mile triangle. The wind blew so fresh that at the mile stake but three continued on their course, the balance either swamping, capsizing or retiring through some accidents to their rigging. This cup was presented to the association by Com. Geo. W. Gardner, of Cleveland, O., and is to be retained by the winner's club one year, and is then to be returned at the next annual meet to be raced for again."

The race this year was won by C. J. Bonsfield, Bay City, C. C., in a *Grayling Canoe*.

For dimensions and floating capacity, see description of Stella Maris.

PRICE—Including Radix folding centerboard, without fittings, \$95.00; with outfit No. 1, \$123.00; with outfit No. 2, \$129.00.

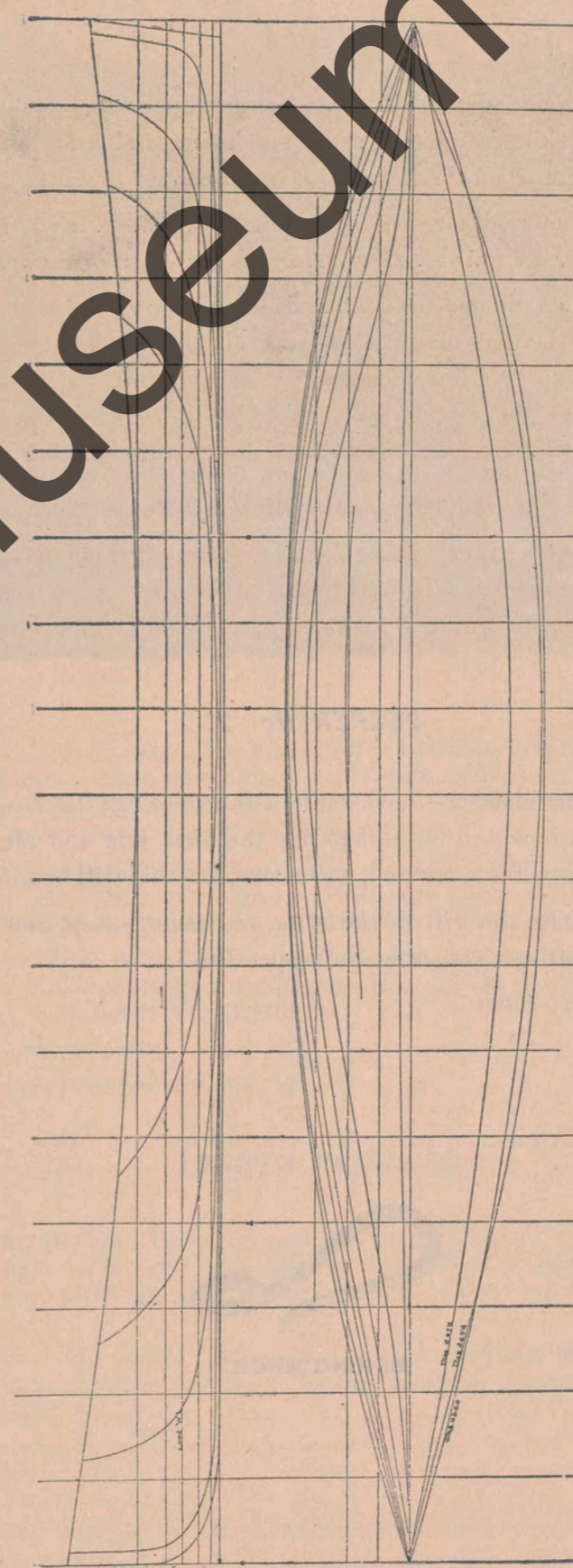
These are suitable cruising rigs. For racing rig and other extras see description of Stella Maris.

Built only to order.

MOHICAN No. 3.

See description, page 42.

This canoe goes in either class.



Built only by J. H. Rushton.

VESPER.

Designed by R. W. Gibson.

Length, 15 ft. 6 $\frac{3}{4}$ in.; depth at bow, 18 in.; depth amidship at gunwale, 10 in.; depth at stern, 16 $\frac{1}{2}$ in.; 6 $\frac{1}{2}$ ft. cockpit. Beam, 30 $\frac{1}{2}$ inches.

VESPER.

Ranks first, and deservedly so, among the so-called famous canoes. Her designer, a skilled architect, spent much time and study on her lines, and her builder worked them out with equal care.

Club races showed her speedy, and at the A. C. A. meet, *Wednesday, August 25th, she won the A. C. A. International Challenge Cup.*

This race should not be confounded with the *special race sailed next day*, a race not thought of until the night before the International race, and then made up by a few canoeists at the camp fire.

There has been but *one A. C. A. International contest. Vesper won it.*

FLOATING CAPACITY.—We have not tested the floating capacity of the Vesper, but it is about the same as Mohican No. 2.

PRICE—With Radix folding board, without fittings, \$115.00; with outfit No. 3, \$145.00; with outfit No. 4, \$151.00; with outfit No. 5, \$157.00; with outfit No. 6, \$159.00.

VESPER No. 2.

As an experiment we have built a canoe using the bow forms of Vesper for both bow and stern, making the lines fore and aft the same. This makes a very fine canoe and, we believe, one that will become popular.

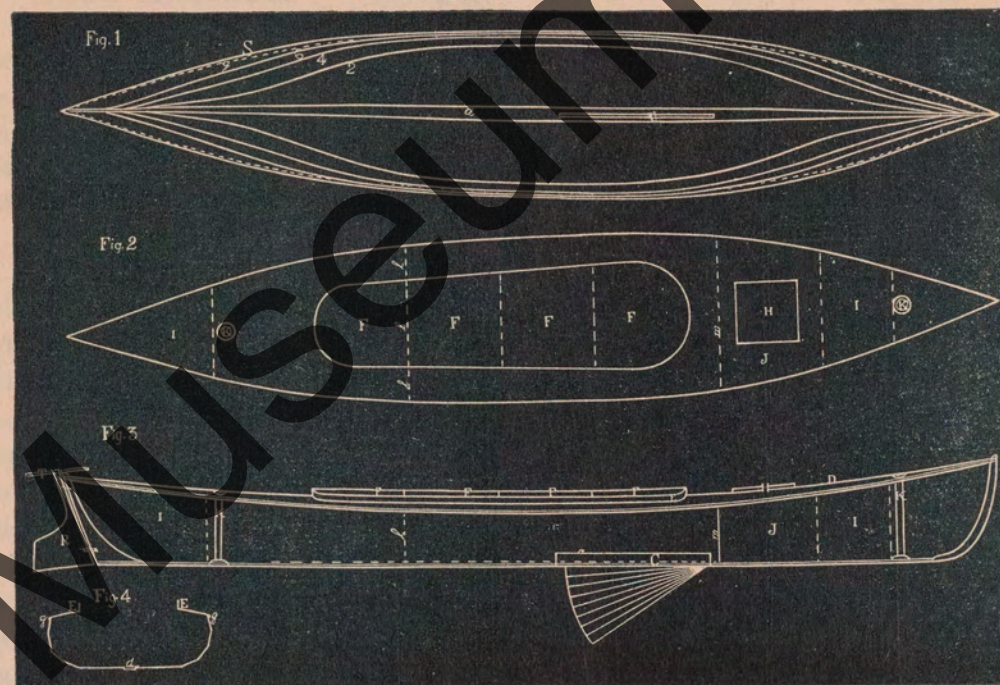
In dimensions she will be the same as Vesper, except but 30 inches beam. Price, fittings, etc., same as Vesper No. 1.

Built only to order.

SPRING HOOK.



PRINCESS No. 2.



Length, 15 feet; beam, 31½ inches; depth at bow, 19½ inches; depth at stern, 18 inches; depth amidship from bottom of keelson to top of gunwale, 10½ inches; cock-pit, 6 feet 6 inches long, pointed and flaring for'd and *not* as shown here, also two for'd mast tubes.

FLOATING CAPACITY.—*Tested.*—On 4 inches draft, 220 lbs.; on 6 inches draft, 480 lbs.; on 8 inches draft, 735 lbs.; on 10 inches draft, 1,000 lbs.; utmost floating capacity, 1,100 lbs.

PRICE—With Radix folding centerboard, without fittings, \$110.00; with outfit No. 3, \$140.00; with outfit No. 4, \$146.00; with outfit No. 5, \$152.50; with outfit No. 6, \$154.00.

Built only to order.

These are suitable cruising rigs.

TANDEM PRINCESS.

Length, 16 feet; beam, 30 inches; cock-pit 7 feet long. Excepting these changes it is like Princess No. 2. This is our only Tandem sailing canoe, although any of our Class B canoes will do nicely for a Tandem.

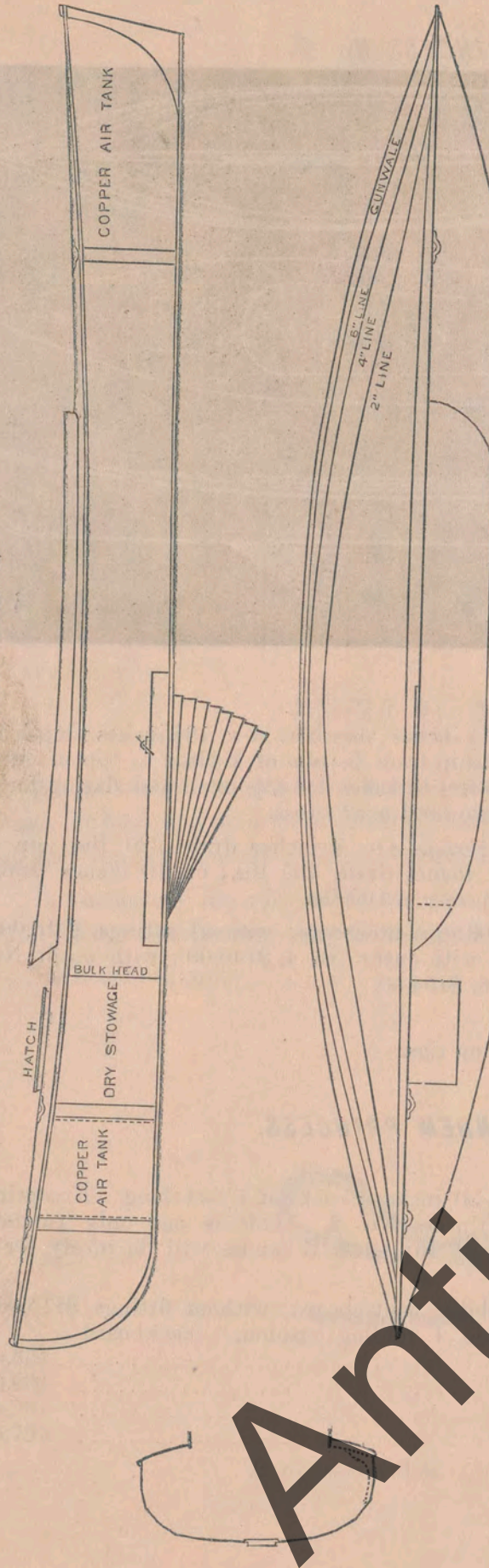
PRICE—With Radix folding centerboard, without fittings, \$115.00; with one 9 ft. double paddle, 1 folding cushion, 1 backboard

and outfit No. 3.....	153.00
" " 4.....	159.00
" " 5.....	165.00
" " 6.....	167.00

Floating capacity the same as Princess No. 2.

Built only to order.

MOHICAN No. 1.



MOHICAN No. 1.

Length 14 feet 6 inches, beam 30 inches, depth at bow 18 1/4 inches, depth at stern 16 inches, depth amidship 11 inches, cockpit 6 feet.

FLOATING CAPACITY.—
Tested. On 4 inches draft, 150 lbs.; on 6 inches draft, 350 lbs.; on 8 inches draft, 585 lbs.; on 10 inches draft, 950 lbs.; extreme floating capacity, 1,000 lbs.

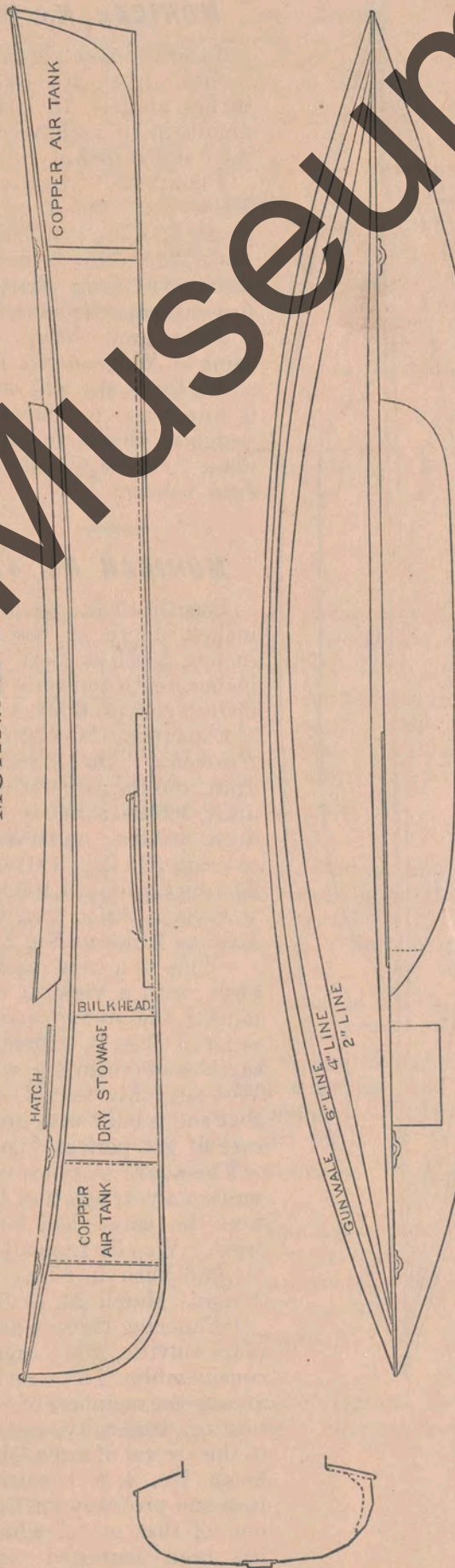
PRICE.—With Radix folding centerboard, without fittings\$105.00
 With outfit 3..... 135.00
 With outfit 4..... 141.00
 With outfit 5..... 147.50

These are suitable rigs for cruising. Add to the above price the extra cost of racing rigs—drop-rudder, deck-seat, deck-steering gear and tent—when these are required with the canoe.

No one but "Rushton" builds this canoe.

This model first came into notice in 1883 when the "Snake" carried off the honors at the Stony Lake meet. In '84 several of these canoes were present. The *Lasca* won first and the *Tarantula* third place in event 2, with eleven starters. In event 4—19 starters—*Snake* won 4th place. In event 10—13 starters—she won second place. In this race she led to the very finish when she was beaten 13 seconds by the "Gluck" (built by Rushton) which luffed close around the stake boat. In event 12—10 starters—she was second,

MOHICAN No. 2.



and won third place on the "Record." The meet of 1885 saw the "Snake" third in event 4 (paddling); first in event 6—17 starters; first in event 8 (sailing and paddling); second in event 12 (paddling); sixth in event 14—13 starters; first in event 17—18 starters. *Nellie* (Mohican No. 1) was first in event 9 (tandem paddling) and first in events 4 and 12 (paddling). This year "Snake" won first place on the record—34 competitors, with 53.15 points, the *Sea Bee* second, with 34.09 points.

This, we think, fairly entitles the Mohican No. 1 to be called the *champion all-around canoe*.

MOHICAN No. 2.

Length 15 ft., beam 31 1/2 in., depth at bow 20 in., depth at stern 16 in., depth amidship 11 in., cockpit 6 ft. 6 in.

FLOATING CAPACITY.—
Tested. On 4 inches draft, 167 lbs.; 6 inches draft, 377 lbs.; 8 inches draft, 618 lbs.; 10 inches draft, 880 lbs.; extreme floating capacity, 1,030 lbs.

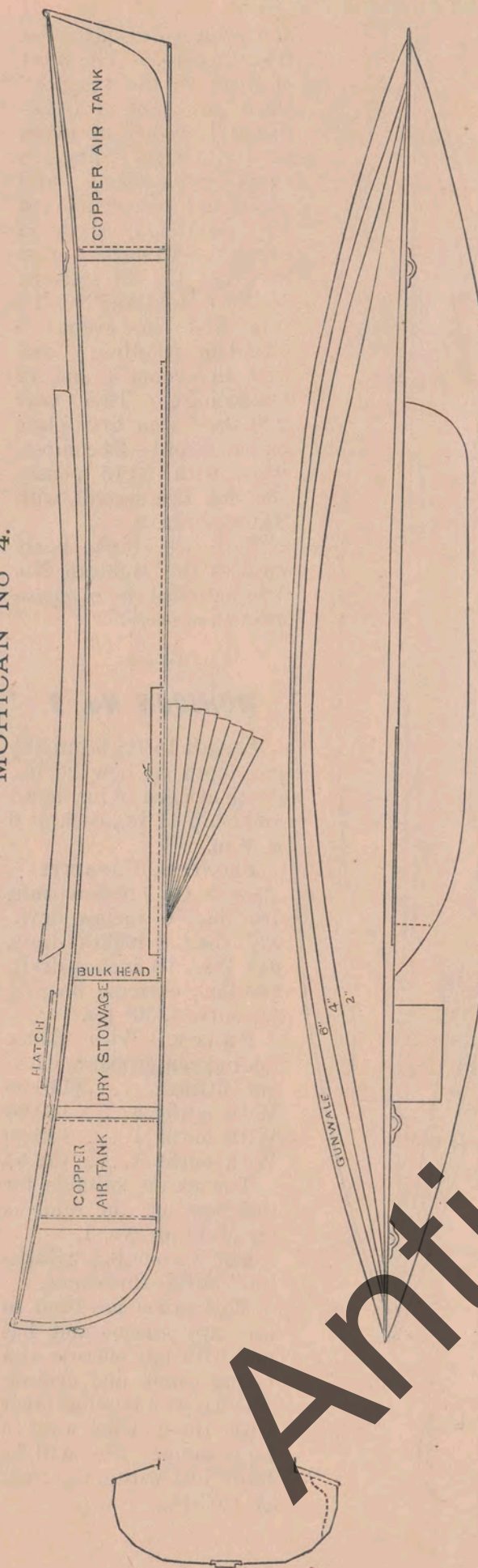
PRICE.—With Radix folding centerboard, without fittings.....\$110.00
 With outfit 3.... 140.00
 With outfit 4.... 146.00
 With outfit 5.... 152.50

The extras suitable for this boat are the same as for Mohican No. 1.

No one but "Rushton" builds this canoe.

This canoe has been in use two seasons and has met with fair success as a racing canoe and cruiser. She has won popular favor with those who want a large canoe. She will be built just within the limit of 15x31 1/2.

MOHICAN No 4.



MOHICAN No. 3.

Length, 15 feet, beam 28 inches, depth at bow 18 inches, at stern 15 inches, amidship 10 inches, cockpit 6 feet 6 inches.

FLOATING CAPACITY.—
Estimated. On 4 inches draft, 150 lbs.; 6 inches draft, 325 lbs.; 8 inches draft, 540 lbs.; extreme floating capacity, 800 lbs.

Price and fittings the same as Mohican No. 1.

We think she will make a fine canoe for medium weights. Races in either class. *For the present, only built to order.*

MOHICAN No. 4.

Length 15 ft., beam 30 inches, depth at bow 20 inches, depth at stern 17½ inches, depth amidship 11½ inches, cockpit 6 feet 6 in.

FLOATING CAPACITY.—
Estimated. On 4 inches draft, 160 lbs.; on 6 inches draft, 360 lbs.; on 8 inches draft, 600 lbs.; on 10 inches draft, 875 lbs.; extreme floating capacity, 1,100 lbs.

Fittings, Price, &c., the same as Mohican No. 2.

"This is a new canoe, built with a view of obtaining the *fastest possible* sailer of Class B, without a sacrifice of cruising power. We can only say of her that she is built with great care to get perfect lines."

The above sentence was written a year ago, and before the canoe had been tried. We clip from a letter published in *Forest & Stream*, March 21, 1886:

"Canoeing matters here (Jacksonville, Fla.) excite considerable interest among the members of the boating fraternity, owing to the arrival of a new Mohican No. 4, a beautiful boat and probably the first one of that model which has been launched and will be really sailed much before May 1st.

"She has proved very fast and has been sailed every afternoon this week, and been in two races, one in light airs and one in a very strong, puffy breeze. Off the wind this model leaves every canoe and the various cats about here very badly. Her owner has not yet got her in perfect trim for windward work. In yesterday's blow she proved herself a perfect sea-boat, going easily through waves which stopped the Aurora sadly, and being very dry and stiff. She surprises the boating men here."

In issue of same paper, Dec. 9, she is reported as winning a race 1¼ miles dead to leeward and return, in a heavy N. W. wind, though cut off by a raft and delayed *several minutes* at the start.

It would seem from this that the builder's confidence in her speed was not misplaced.

OUTFIT.

We will give this name to the sum of the various articles used with a canoe, and name those which we think most suitable for each. Articles *not named* in these outfits will be charged extra for.

OUTFIT No. 1.—1 8 ft. double paddle, pine, jointed; 1 wood rudder and braces; 1 spring foot steering-gear; 1 dandy fairleader; 2 cleats; 1 folding cushion (raw silk or tennis cloth); 1 back board; rig No. 1 jointed spars, and rig No. 2 pin and ring. No halliard\$28.00

OUTFIT No. 2.—The same as No. 1, except that the sails hoist with halliard\$34.00

OUTFIT No. 3.—1 8½ ft. double paddle, pine, jointed; 1 wood rudder and braces; 1 spring foot steering-gear; 1 dandy fairleader; 2 cleats; 1 folding cushion (raw silk or tennis cloth); 1 back board; rig No. 3 jointed spars; rig No. 4 pin and ring. No halliard\$30.75

OUTFIT No. 4.—The same as No. 3, except that the sails hoist with halliard\$36.75

OUTFIT No. 5.—1 8½ ft. double paddle, pine, jointed; 1 wood rudder and braces; 1 spring foot steering-gear; 1 dandy fairleader; 4 cleats; 1 clutch cleat; 1 folding cushion (raw silk or tennis cloth); 1 back board; rig No. 5 jointed spars, and rig No. 6\$42.50

OUTFIT No. 6.—The same as No. 5, except rig No. 6½ instead of No. 5\$44.00

OUTFIT No. 7.—1 9 foot double paddle, pine, jointed; 1 wood rudder and braces; 1 spring foot steering-gear; 1 dandy fairleader; 4 cleats; 1 clutch cleat; 1 folding cushion (raw silk or tennis cloth); 1 back board; rig No. 7 jointed spars, and rig No. 6\$47.50

OUTFIT No. 8.—The same as No. 7, except rig No. 8 in place of No. 6\$49.00

Various combinations of rigs can be made, and some will prefer the Lateen for dandy. All such changes, however, will be best arranged by letter.

FITTINGS.

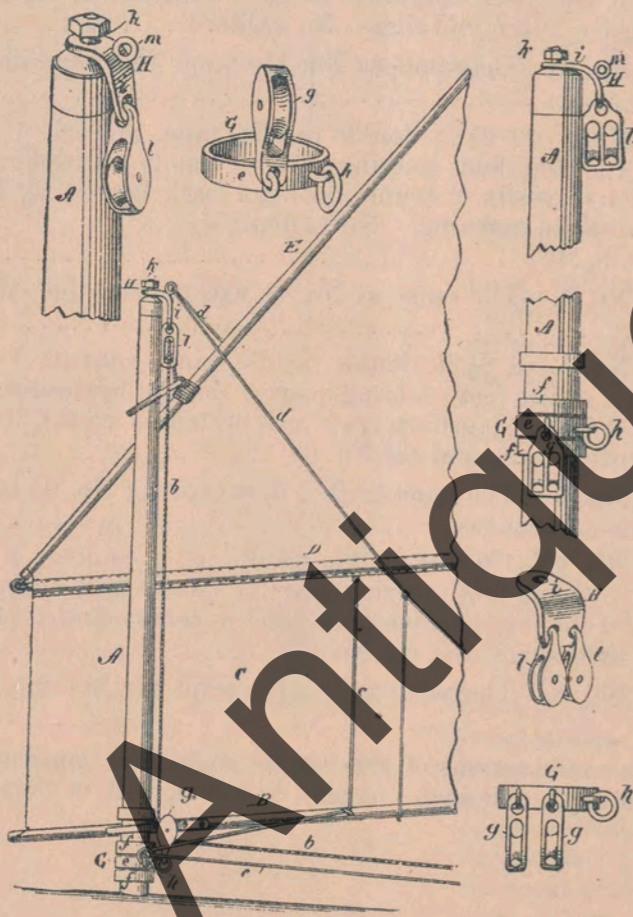
After the hull of a boat or canoe is done, come the things necessary to its use or the taste of the purchaser. These we term fittings. Their number and use is constantly increasing and the builder finds them an important portion of his trade. We expect hereafter to make a *specialty* of this branch of the business and will spare no pains to keep in stock the latest and best of everything.

The fittings for a canoe are rudder, foot and deck steering gear, deck-seat, cushion, back board, double-bladed paddle, masts and spars, sails, ropes, blocks, cleats and tent. For Tandem canoes they include two paddles, two cushions, and two back boards.

A canoe sold without fittings does not include any of these things, but does include air tanks, mast tubes, removable bottom board, all hatches and their proper fastenings and rings in the bow for the painter. A centerboard may or may not be furnished, but is *not* included unless so stated.

COMPLETE.—The word is misleading, as it may mean more or less—therefore, TAKE PARTICULAR NOTICE THAT we name distinctly what we furnish with each canoe for a certain amount of money. Anything not so named will be considered *extra* and the price added as per list of fittings.

Any changes desired in rig or fittings may be made, adding or deducting as the case may be, according to list prices. Among the things offered, nothing equals in usefulness "Rushton's" patent mast head and mast foot gear. Patented November 16th, 1886.

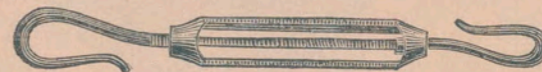


The head gear enables the use of a shorter mast and combined with the foot gear allows the sail to *revolve on the mast without fouling the ropes*. They can be made to fit any size mast and of any degree of strength. At present we only make such as are best adapted to our own work. Double or single blocks can be used on the head gear and double or single or *several* blocks on the foot gear.

Next in importance, as we think it will be found, is a new combination the parts of which must be separately described.

A suitable length of tubing, say 10 inches, to inclose the mast as a ferule and coming above the deck, preventing the mast from sticking, and strengthening it at a point where the greatest strain comes. Suitable collars or rings around this piece of tubing in place of leather bands nailed to masts as heretofore. Between the lower and middle collars the regular mast foot gear is placed and revolves as on the mast itself. Between the upper and middle collars another ring or band similar to the ring or band of the mast foot gear, but with two projecting tips or ears placed about $\frac{1}{4}$ in. apart and drilled to receive a pin, said pin being a double or spring pin and attached to band by a small chain. These ears engage a single similar one which is attached by a swivel joint to our regular spar clamp and held in place by the aforesaid pin, thus forming a *boom fastening* to be used instead of jaw or parrell (patent will be applied for).

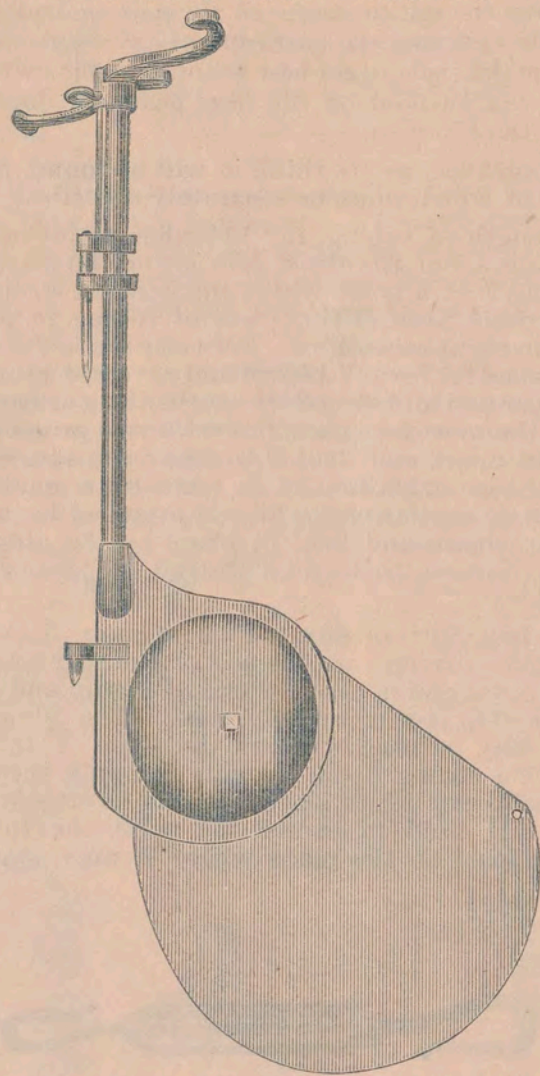
For Mutton Leg, Sprit or any sail whose boom does not go past the mast, a simple spike driven into the end of the spar and having a hole drilled through outer end is used instead of clamp and swivel ear, and instead of the double jaw commonly used. The advantages in these devices, which may be used without the piece of tubing and metal rings, are to give a strong boom fastening having three motions; one that cannot possibly get out of place, yet can be attached and detached in a moment. If used in connection with the tubing it greatly strengthens the mast at the place where it must stand the greatest strain.



TIGHTENER OR TURNBUCKLE,

For taking up the slack in rudder chains, clutch cleats for holding dandy sheet, cam blocks, spring hooks, and several other things are new or have been improved, and the price of many articles has been reduced.

METALLIC DROP RUDDERS



Have been in use several years and been greatly improved. The method of fastening to the boat was perfected by Mr. Baker, through whose courtesy we are able to publish many of these illustrations. One thing only seemed lacking to make it perfect—some device to prevent the rudder head from turning on the round post. Simple as the remedy has been found, it took us a long time to discover it, but we can at last offer a drop rudder on which the head *cannot turn* on the post and which we claim to have been made *perfect* by Rushton's latest improvement.

We would also call attention to the Chester Folding Anchor, which we have in three sizes; to our A. C. Flag, (see cut, page 30,) made of fine flannel, hand sewed, and to our Folding Deck Seat.

RIG

The term "Rig" is applied to masts, sails, spars and necessary ropes, blocks &c., as a whole.

The cost of a rig depends largely on the numbers and kinds of fittings used. We may make a Button Lug with simply the sails, mast and boom—the sail lashed to each, no metal work except jaw and only a sheet rope; or, we may joint mast and boom, use mast rings, head and foot gear and halliards and largely increase the cost.

The Lateen may be made with whole spars, pin and ring, or jointed spars, head and foot gear &c.

To the Mohican and Balance Lug is added the cost of reef gear. Much difference of opinion exists as to which is the best rig for canoes, a difference which will probably always exist. The Lateen is the most simple and cheapest and will be generally used for sails of small area

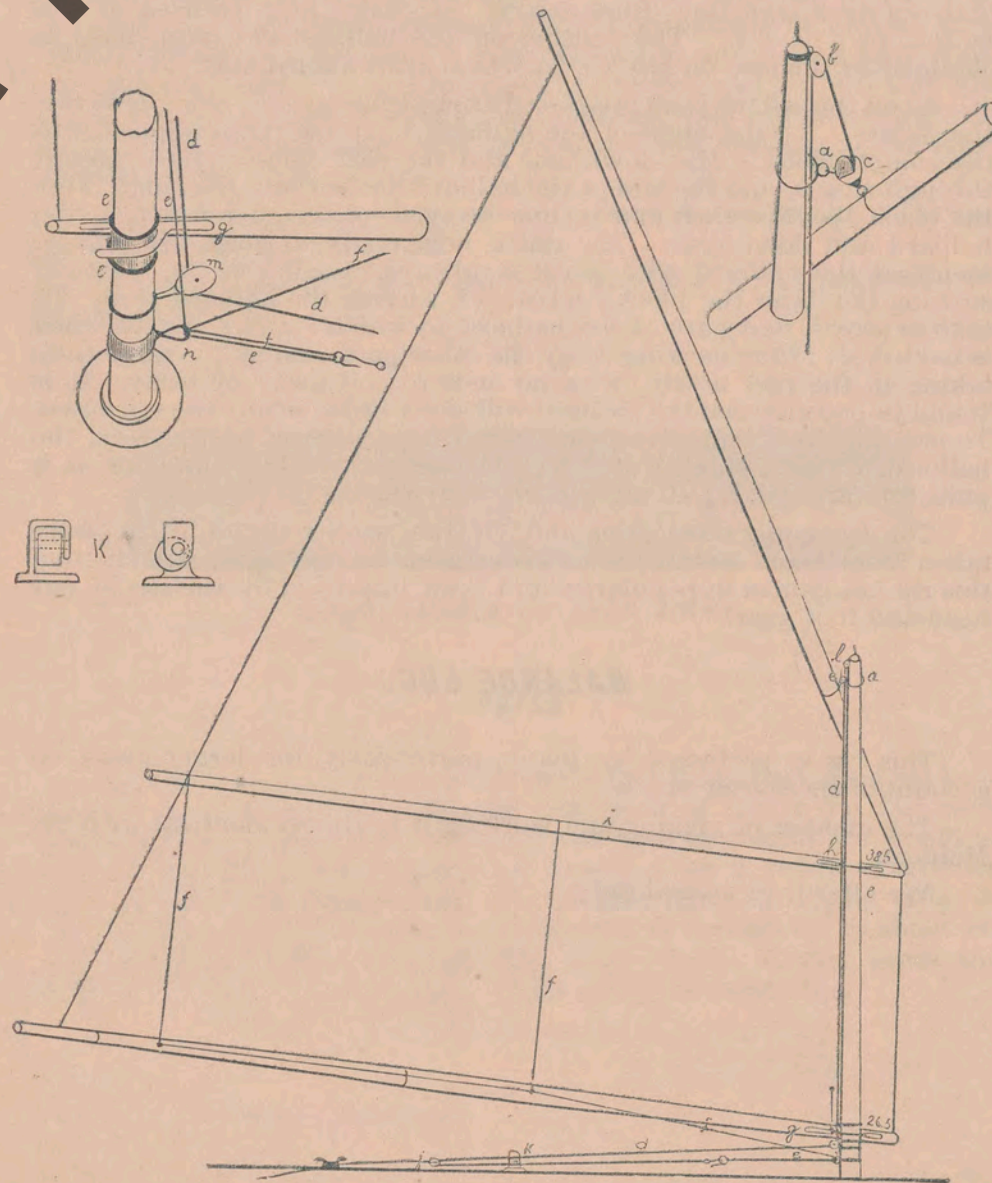
for cruising and by many for racing. The Mohican is a strong favorite, while some prefer the Balance Lug.

LATEEN.

We rig this sail in two ways—first as shown in the cut of Stella Maris. The size shown in the cut, No. 1 and 2, is a suitable cruising rig for the Stella Maris or Grayling. For racing, use No. 3 and 4. No. 3 and 4 make a good cruising rig for class B canoes. With the Lateen without halliards, we have short masts standing only three or four feet above the deck, with a brass pin some three inches long in the top. A small ring is seized to the yard about two or two and a half feet from the lower end which drops over this pin. Attached to the side of the boom is a jaw or crutch which holds the boom to the mast when the sail is set. The yard and boom are fastened together by a ring and staples which aid in keeping the sails flat.

To set the sail, grasp the yard, boom and sail in a bundle and raising it up, drop the ring which is attached to the yard over the pin in the top of the mast; let go all but the boom, pull back on that until the crutch passes aft the mast, then let it forward again to place. To take in sail, reverse the operation. Either can be done in the time it takes to read this, and without leaving your seat. Second, we use our head and foot gear and hoist with a halliard.

THE MOHICAN SETTEE.



The members of the Mohican C. C. of Albany, found the balance lugsail unsuited to their work, river sailing and cruising, and have labored for some time to find something better, the result being the sail now described, devised by Com. Oliver. The sail resembles somewhat the sail of the Alantis, as made and used by Mr. S. R. Stoddard, but it was devised by Com. Oliver without any knowledge of the Stoddard sail, from which, however, the idea of the reefing gear was afterward taken.

In shape the sail is an ordinary balance lug, cut off at the first reef, thus leaving a short luff, and one batten above the boom. The sail is hoisted by a halliard *d*, which is practically continuous with the downhaul *e*. The halliard is made fast to a brass ring *a* on the mast, thence it leads through a snatch block *c* on the yard, through a block *b* on masthead, thence through a block *m* at deck, and returns through a block *j*, ending in a brass hook. The downhaul *e* is fast to the batten *i*, runs down through rings on the sail to brass ring *n* lashed to the mast. The two reef lines *f f* are double, one on each side of the sail, running through block on the boom, and uniting in a single line, which is also part of *e*, so that the three lines from batten to boom at middle, fore and after ends, really run through *n* as a single line, the small ring in the bight, into which the halliard hooks, only serving to equalize the pull.

The boom is held to the mast by a brass jaw, *g*, above and below which are leather collars, *C C*, which prevent the boom rising or falling and render a tack line unnecessary. A parrel may be used on the batten, or a jaw *h*. The tension on the halliard and reef lines is obtained by the line on block *j*, by which all is hauled taut.

To set the sail the jaws are placed around the mast (*g* being between the collars *C C*) the bight of the halliard, next the rig, is slipped into the snatch block *c*, the downhaul and the reef lines *e f*, are passed through ring *n*, and the end of the halliard hooked into the ring. Now the block *j* is drawn aft and its line belayed, putting a tension on the halliard and downhaul. The sail is now ready to hoist. It will be seen that the halliard with block *m*, always remains on the mast; in stowing the latter the block *j* is cast off, leaving the halliard free. To take in a reef, that part of the halliard to which *e* and *f* are attached is hauled aft; thus slacking away the other part, and at the same time taking in the reef neatly, with no ends to coil away or belay. It is found in practice that the halliard will slip a little, letting the sail down. To prevent this a little brass cam clutch *k*, is screwed to the deck, the halliard, *d*, being slipped into it. The roller will jam the cord as it pulls forward, but a pull aft will instantly release it.

The foregoing description and cut (the latter reduced in size) were taken from *Forest and Stream* of November 13, 1884, since which time this rig has gained in popularity and been improved by the use of our head and foot gear.

BALANCE LUG

This rig is preferred by many, particularly for larger areas on account of its shorter spars.

The manner of rigging and working it is almost identical with the Mohican

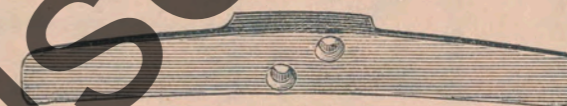
We offer it in several sizes.

MUTTON LEG AND SPRIT.

In small open boats some prefer a small Mutton Leg sail—others a Sprit. We have therefore added them to our list.

These sails are too common and too simple to require further description.

Our new boom fastening can be used to advantage—in place of a jaw or parrel—on any sail that hoists with a halliard.

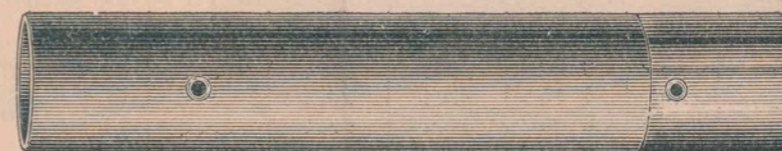


JAM CLEATS.

At the A. C. A. meet Pecowsic carried a leg o' mutton rig with radiating battens, and to her rig many canoeists attributed her able windward work. Since then we have studied this rig, not to imitate, but to improve. Our plans were perfected for a rig, identical—except in minor details—with the one described by E. H. Peck in *Forest & Stream* of Dec. 16th, when that copy of the paper reached us, and we have since received an order for a somewhat similar one from a prominent canoeist who says, "it is probably the coming sail." We will not claim the rig as original, though at the time when our plans were all perfected we did not know that anyone else was working in the same direction.

We will do whatever we can to perfect it and in our catalogue distinguish it by number only.

We will make it in sizes the same as Mohican and numbered 20, 21, 22, 23, and 24.



MAST, PADDLE OR SPAR JOINT.

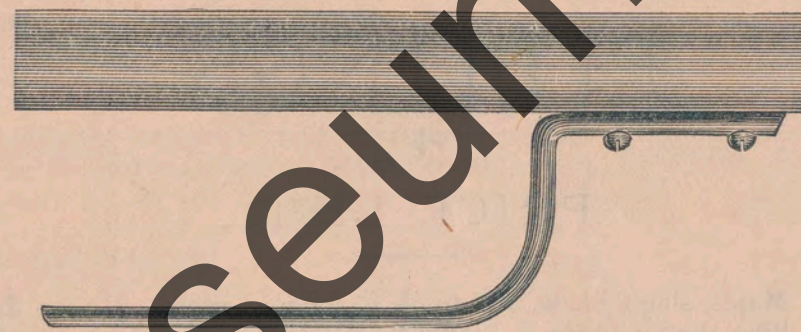
SAILS.

Up to a year ago we bought all our sails. Since that time we have manufactured them here. We did not speak of this in our last catalogue for two reasons. We did not know how successful we would be and we had a large stock of sails on hand. After a year's experience we can assure purchasers that we can give them the finest sails obtainable anywhere. We are only prepared to furnish up to about 125 sq. ft. and no heavier material than heavy drills. Larger areas and heavier weights will be obtained by purchase, as heretofore.

All our sails except No. 15, will be made of fine bleached muslin unless otherwise ordered. No. 15 will be made of Wamsutta Drills. The following table covers those usually called for, *but* we will make to order anything that may be required.

Number of Sail.	Kind of Sail.	Area in Square Feet.	Price of Sail only.	Price with Whole Spars, Pin and Ring.	Price with Jointed Spars, Pin and Ring.	Price with Whole Mast and Spars, Sail Lashed to Mast and Spars.	Price with Whole Mast and Spars, Mast Head and Foot Gear, Hoists with Halliard.	Price with Jointed Mast and Spars, Mast Head and Foot Gear, Hoists with Halliard.		
1	Lateen.	30	\$4 00	\$6 75	\$9 75	....	\$11 75	\$12 75		
2		13	2 00	5 00	....	....	8 00	....	
3		44	5 50	10 50	11 50	....	13 50	14 50		
4		17	2 50	5 75	....	....	8 75	....	
5	Mohican.	45	6 00	Balance Lug, Mohican, and new canoe sails are fitted with the Mohican reefing gear, including cam cleat or block.	....	....	15 50	18 00		
6		15	3 00				....	....	10 00	....
6½		60	7 50				....	....	17 00	19 50
7		75	9 00				....	....	19 00	21 50
8		25	4 25	....	....	11 50	....		
11	Balance Lug.	55	7 00	....	....	....	16 50	19 00		
15		110	11 00				....	....	21 50	24 00
16	Mutton Leg.	35	4 50	....	....	7 50	11 50	12 50		
17		50	6 00			....	....	9 00	13 25	14 25
18	Sprit.	40	5 00	....	....	9 00	12 50	14 00		
19		65	8 00			....	....	12 50	16 00	17 50
20	New Canoe Sail.	15	3 00	....	....	....	10 00	....	
21		25	4 25				....	....	11 50	....
22		45	6 00				....	....	15 50	18 00
23		60	7 50				....	....	17 00	19 50
24		75	9 00				....	....	19 00	21 50

All sails hoisting with a halliard, and not otherwise ordered, have our patent head and foot gear, pin and nut; or sheave, at head of mast, mast leathered, for boom and foot gear and our new boom fastening instead of jaw or parrell as formerly.



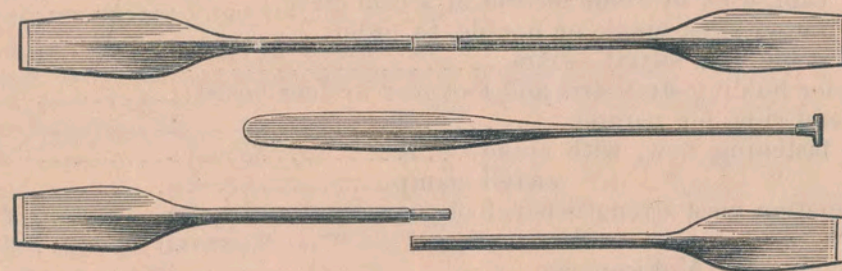
JAW FOR BOOM.

We will rig all our sails which hoist with a halliard with our new boom fastening instead of jaw or parrell, unless otherwise ordered, but the complete combination, boom fastening, mast strengthener and mast foot gear as described on page 44, will only be used when ordered and at an extra charge of \$1.50 for each mast.

The tubing or strengthener which covers the mast, will be the right size for a mast tube that is just two inches inside.

Other sizes can be made, but only to order and at an extra cost.

PADDLES.



Hereafter all our double blade paddles will be *round pointed*, the end protected by our new lock fastened brass or copper tip.

FITTINGS.

PRICE LIST.

Paddles, Maple, single blade, 5 ft to 5½ ft. long.... each.....	\$2 00
“ Pine, double blade, 7, 7½ and 8 feet, whole “.....	3 50
“ “ “ “ “ jointed, “.....	3 50
“ “ “ “ 8½ feet, “.....	3 75
“ “ “ “ 9 feet, “.....	4 00
“ “ “ “ 9½ feet, “.....	4 25
“ soft maple “ “ to order only, at the same prices.	
“ pine, spoon blades, 50c. extra.	
The pine are oiled, varnished and copper-tipped. The maple are not tipped.	
Awnings.—See page 27.	
Anchors, galvanized iron, Chester folding. (See cut) 3½ lbs. weight.	2 00
“ “ “ “ “ 6 lbs. weight.	2 50
“ “ “ “ “ 10 lbs. weight.	3 50
Back board.....	50
Blocks, single, small for reef lines.....	20
“ “ ¼ inch cord.....	30
“ “ ⅜ inch cord.....	35
“ double, each extra.....	20
“ snatch, ¼ inch cord, last season model.....	40
“ “ “ “ new improved model.....	60
“ cam, used by some instead of a cam cleat.....	50
“ larger sizes, single or double, to order.....	
“ made with swivil—extra.....	10
Bolts, for holding stretchers and foot gear to floor board.....	40
Bolts and ring, for painter.....	35
Boom fastening, new, with spike.....	50
“ “ “ “ swivil clamp.....	75
Combination mast strengthener, foot gear, band and spike.....	2 50
“ “ “ “ “ swivil clamp.....	2 75
Cleats, cam, for Mohican rig.....	50
“ clutch, for dandy sheet,—screws on side of coaming.....	50
“ jam, 4 inches long.....	25
“ “ 3 “ “.....	25
“ “ 2 “ “.....	20
Chain, safety, for rudder line, per foot.....	10
Connecting ring, for yard and boom.....	30
Coaming braces.....	10
Cushions, double, canoe, raw silk or tennis cloth, filled with moss... 3 50	
“ “ “ “ plush or leather, filled with hair... 5 00 to 7 00	
“ for row boats, see page 27.....	
Cord, braided, for main halliards and sheets, per yard.....	03
“ “ “ dandy “ and reef lines, per yard.....	02
“ “ “ small, for lashing sail to spars, per yard.....	01
Flags, A. C. A., 12x18, fine flannel (see cut).....	1 25
Flag staff, takes a 12 inch flag, and screws in mast pin, swivil.....	1 00
Fairleader, dandy.....	25

Ferules, ¾, 7/8 and 1 inch in diameter, for ends of spars.....	05
“ 1½, 1¾, 1⅝ and 1⅞ inch in diameter, for mast heads.....	10
Hooks, spring, for rudder lines, &c.....	15
“ small, for clews of sails, jacks, &c.....	10
Jaws, half round, brass, for 2 inch mast.....	30
“ “ “ “ 1¾ inch mast.....	25
Jaw, double, for sprit or mutton leg.....	40
Joints, for spars and masts, outside diameter given, all 6 inches long, except 2, 2¼ and 2½ inch—those are 8 inches.....	
¾, 7/8, 1, 1½ and 1 3-16 inch.....	50
1¼ and 1 5-16 inch.....	60
1½, 1 7-16 and 1⅞ inch.....	75
1¾ inch.....	85
2 inch.....	1 00
2¼ inch.....	1 25
2½ “.....	1 50
Lantern, canoe, white, red and green light, very fine.....	6 00
“ “ (swinging) white, red and green light, very fine....	7 00
Leather, 3 inches wide, for oars, per linear foot.....	15
“ 4 inch wide, for oars and masts, per linear foot.....	03
Masts, pine, up to 2 inches diameter and 16 ft. long, per linear foot.	15
“ pin, for head of mast.....	20
“ “ “ “ “ with nut and tapped for flag staff.....	30
“ head gear, see page 44, (Patented).....	1 00
“ foot gear “ “.....	1 00
“ head gear, double block.....	1 30
“ foot gear “ “.....	1 30
“ “ “ two or more blocks or rings.....	
This mast head and foot gear is covered by a patent, and all persons are warned against making or using them without authority from us.	
Mast plates, 1¾ and 2 inches, oblong.....	40
“ “ 1¾ and 2 inches round.....	35
“ “ 1¾ and 2 inches, copper tubing, cut any length, per lb.	50
Padlocks, brass, Yale, 1 inch, two keys.....	1 00
Paddle tips, brass, lock joint, per pair.....	60
Rings, wire, brazed, all hand made, 3 inches diameter.....	25
“ “ “ “ “ 2½ “ “.....	20
“ “ “ “ “ 2¼ “ “.....	20
“ “ “ “ “ 2 “ “.....	15
“ “ “ “ “ 1¾ “ “.....	12
“ “ “ “ “ 1½ “ “.....	10
“ “ “ “ “ 1¼ “ “.....	08
“ “ “ “ “ 1⅜ “ “.....	06
“ “ “ “ “ 1½ inch.....	05
Row locks, (see page 28,).....	
Rudder braces, ½ inch, pintle and strap gudgeon, per set.....	60
“ “ ½ “ brass, not plated, per set.....	50
“ “ ½ “ with gudgeon to screw into stern, per set....	75
“ “ 1 long brace for curve stern of Grayling.....	1 00
Rudder, birch or cherry, with cross tiller and braces.....	2 00
“ “ “ “ “ “ “ long braces.....	2 50
“ brass plated, drop rudder, latest improvement.....	7 50
Sails, (see pages 48, 49 and 50).....	
Screweyes.....	10
Spars and battens, spruce or pine, ¾, 1, 1½, 1 3-16 in. diameter up to 12 feet, per linear foot.....	10
Spars, pine, over 1 3-16 inches, same as masts.....	
These prices do not include ferules, joints or other metal attachments, but do include oil and varnishing.	

Seat, folding, deck for canoe, cherry.....	4 00
" " " " " mahogany.....	5 00
Swivil sheet rings.....	40
" " " small.....	30
Steering gear, spring hinge for foot, with "T" bolt, cord and hooks.....	2 00
" " deck, new, improved, plated brass.....	2 50
" " " " " including safety chain, hooks, and tightners.....	4 25
Tightners, per pair.....	75
Tents for canoes.....	7 00
Tent hooks, for canoes, each.....	06

All the above metal goods are nickel plated brass, except padlocks and paddle tips. They are plain brass. Above prices do not include cost of screws where they are needed. Nickel plated brass screws will be furnished *when ordered*, at 5, 10 and 15c. per dozen according to size. The same will apply to the table below.

Special Fittings, to Pattern or Drawings.

We are prepared to make special fittings to order on short notice and at reasonable prices.

CAST BRASS, POLISHED AND NICKEL PLATED FIGURES AND LETTERS.

CAST BRASS FIGURES.

NICKEL PLATED.

$\frac{3}{4}$ inch.....	Per doz., \$ 70	Per gross.....	\$ 8 40
1 ".....	" " 90	" ".....	10 80
1 $\frac{1}{4}$ ".....	" " 1 00	" ".....	12 00
1 $\frac{1}{2}$ ".....	" " 1 10	" ".....	13 20
2 ".....	" " 1 25	" ".....	15 00
2 $\frac{1}{2}$ ".....	" " 2 20	" ".....	26 40
3 ".....	" " 3 60	" ".....	43 80

POLISHED.

$\frac{3}{4}$ inch.....	Per doz., \$ 60	Per gross.....	\$ 7 20
1 ".....	" " 75	" ".....	9 00
1 $\frac{1}{4}$ ".....	" " 90	" ".....	10 80
1 $\frac{1}{2}$ ".....	" " 1 00	" ".....	12 00
2 ".....	" " 1 10	" ".....	13 20
2 $\frac{1}{2}$ ".....	" " 2 00	" ".....	24 00
3 ".....	" " 3 15	" ".....	37 80

CAST BRASS LETTERS.

NICKEL PLATED.

1 inch, Each.....	\$ 08	Per doz.....	\$ 96
1 $\frac{1}{4}$ " ".....	13	" ".....	1 56
1 $\frac{1}{2}$ " ".....	16	" ".....	1 92
2 " ".....	24	" ".....	2 88
2 $\frac{1}{2}$ " ".....	30	" ".....	3 60
3 " ".....	40	" ".....	4 80

POLISHED.

1 inch, Each.....	\$ 07	Per doz.....	\$ 84
1 $\frac{1}{4}$ " ".....	11	" ".....	1 32
1 $\frac{1}{2}$ " ".....	14	" ".....	1 68
2 " ".....	21	" ".....	2 52
2 $\frac{1}{2}$ " ".....	25	" ".....	3 00
3 " ".....	35	" ".....	4 20

TERMS OF PAYMENT.

Strictly Cash when goods are ready for shipment, or if ordered in advance of wants, at the time of shipment. On anything outside of the regular list, 25 per cent. of the amount must accompany the order as a guarantee that the goods will be taken. When boats are wanted for immediate use it will save time if cash be sent with the order. (In either case, please remit by draft on New York, postal order or registered letter.)

Our trade, scattered as it is over the whole United States, and for the most part with strangers, makes these terms necessary.

TRANSPORTATION.

Boats and canoes, when crated or boxed, are rated by most railroads at *double first class*, actual weight. It would be impossible to give *exact* cost in any given instance without first making a special contract with each and every railroad over which it is to pass.

The following figures, reported at times by purchasers, will be found to represent approximately the cost :

Canton to New York city.....	\$2 50 to \$4 00
" " various points in the N. E. States.....	2 00 to 7 00
" " Central New York.....	2 00 to 4 00
" " Chicago, Ill.....	4 00 to 6 00
" " St. Paul, Minn.....	5 00 to 7 00
New York, via steamer, to Florida ports and New Orleans.....	6 00 to 10 00

These boats, when crated, are seldom if ever injured ; and considering their bulk are, almost without exception, carried very cheaply. The small sizes can often be sent by express (in burlap) to advantage.

We crate and deliver boats to the R. R. station here, free of charge, but *do not pay freight* or guarantee safe delivery. The safety with which they can be transported may be judged of, when we say that railroad companies seldom ask us to sign a release.

CANTON is a station on the Rome, Watertown & Ogdensburg R. R.

The American is the only Express Company here.

When you order, give shipping directions *fully and plainly*. Say whether to send by Express or Freight, and when you can, give route.



TESTIMONIALS.

Ross Lake Club House, Cincinnati, O., Dec. 16, 1884.

J. H. RUSHTON, Esq.,

Dear Sir—The members of the "Cincinnati Canoe Club" have been using your canoes for six years, and have no hesitation in saying they regard them as the handsomest, best and most durable craft of the kind manufactured in the country.

The "Betsy D.," one of your original Rob Roys, has a record equalled by few canoes of her class. In 1878 as the "Kleine Fritz" she ran the Susquehanna river. In 1879, under her present name, with Lucien Wulsin as master, she explored the head waters of the Mississippi, upper and lower Rice Lakes and Lake Itaska. She had the honor of being the first modern craft that ever floated on these waters. She has since then been on Lake George, has seen the James, Jackson and New Rivers, besides many shorter trips on western streams. She has traveled over 2,700 miles under paddle and nearly 5,000 miles by rail, besides many miles of long portages. To-day she "rests from her labors" in the Club house of the C. C. C., practically sound and ready to start on another cruise, if called upon, an example of strength and durability of which her builder should be proud. The commodore of the C. C. C., who recently returned from a European trip, states that, neither in England nor elsewhere had he seen any craft that could compare with the Rushton canoes.

Very faithfully yours,
NICHOLAS LONGWORTH, Ex-Commodore A. C. A.
GEO. B. ELLARD, LUCIEN WULSIN,
CLARENCE WULSIN, H. D. CRANE,
C. J. STEDMAN.

Albany, N. Y., Dec 7th, 1886.

MR. J. H. RUSHTON,

Dear Sir—The Mohican Canoe Club very willingly testify to your skill as a builder and your obliging courtesy as a business man.

The M. C. C. fleet is composed almost entirely of your canoes; and it is hardly necessary to add that both as cruisers in the hardest sense of the word and as racers in the keenest competitions, your boats have given great satisfaction.

ROBERT SHAW OLIVER, Capt. M. C. C.
ROBERT W. GIBSON, Vice Com. A. C. A.
H. A. PIERSON, JR., M. C. C.
GEO. H. THATCHER, JR., "
H. L. THOMAS, "
P. M. WACKERHAGEN, "
FREDERICK G. MATHER, "
B. FERNOW, "
HARRY C. CUSHMAN, "
EDWARD R. CASSIDY, "
W. HOWARD BROWN, "
LAURENCE J. PRINCE, "
W. B. WACKERHAGEN, "
WALTER L. PALMER, "
WM. S. EGERTON, "
GEO. P. HILTON, "

Springfield, Mass., Dec. 29, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

We, the undersigned, members of the Springfield Canoe Association, having used your canoes from 1881, do recommend them to all canoeists as first class in every particular. With your canoes we have won A. C. A. prizes at Lake George in '82, at Stony Lake in '83, and at Grindstone Island in '84. In '85 and '86 none of us attended with our canoes.

We remain yours truly,

C. M. SHEDD, GEO. H. KEMATER,
E. A. NICKERSON, CHESTER W. BLISS,
FRANK D. FOOT, GEORGE D. PRATT,
E. C. KNAPPE, W. R. HOLT,
F. L. SAFFORD, C. C. HAYNES,
CHAS. H. MCKNIGHT, A. L. FENNESSY,
A. C. PATTERSON, H. D. MARSH,
FRED. D. WALKER, A. L. SPOONER.

Sandusky, O., Dec. 17, 1886.

J. H. RUSHTON, Esq.:

The undersigned members of the Sandusky Canoe Club have used the Rushton canoes, and find them good as represented in every particular; and are unequalled for durability, speed and comfort by any other boats we have ever seen.

Respectfully yours,
F. S. LATHAM, Capt. CHAS. R. MELVILLE,
C. B. WELCH, J. E. MELVILLE,
D. W. C. RUFF, E. C. THOMAS,
E. M. JOHNSON, F. P. COLVER.

NESSMUK WRITES AS FOLLOWS, UNDER DATE OF DEC. 9TH, 1886:—

Regarding the light paddling canoes, you will perhaps admit that I have had a pretty extensive experience, and the more I have used them the better I like them. Beginning with the "Nessmuk" of a little less than 18 lbs., I have cruised five different models of them, the heaviest being the "Bucktail" 24 lbs., and the lightest the "Rushton," a fraction less than 10 lbs. Each of them was good in its way, but the "Rushton" and the "Sairy Gamp" were too small and light for anything above feather-weights. And yet I did most of my cruising on the Florida coast in the 10 lb. canoe, and liked it immensely. On the whole, however, I quite agree with your choice of the Bucktail and Nessmuk models for general work. The latter for light or middle weights, the former for a heavier crew. The Nessmuk trims to perfection at 180 to 200 lbs. Bucktail is good for 20 or 40 pounds more. Glad to see you have given both models a place in your catalogue as Nos. 121 and 122. I will only add that after pretty thorough trial of the different models I have gone back to my first love, the 18 lb.

"NESSMUK."

Erie, Penn., Dec. 8, 1886.

J. H. RUSHTON:

Dear Sir—I have a seventeen foot boat of your make, grade A, and it is certainly a splendid boat in every respect. It rows very easily and is very stiff, and rides a heavy sea splendidly, but its main feature is its sailing qualities. It is very staunch and has beaten everything of its length so far and a good many boats much larger. The finish is elegant and the only fault I have to find with this style is that it is more fit for the parlor than for the lake; nevertheless it came up to my expectations in every respect.

Yours truly,
JOHN K. SOUTHER.

Syracuse, N. Y., Dec. 9, 1886.

Dear Sir—I have to say that the two boats bought of you and used on the Beaver River waters of the Adirondacks, all last summer by us, were a source of constant gratification, and in my estimation the best boats built for general use in that region.

Yours,
GEO. W. PORTER.

Jackson, Mich. Dec. 22, 1886.

J. H. RUSHTON:

Dear Sir—It gives me pleasure to write concerning the boat. I have had it now nearly three years. First as to beauty, strength and sea-going qualities it has met the unqualified approval of sailors, boating men and all the rest, and was deemed worthy of a newspaper article in one of the papers of northern Michigan, and then in addition the local boat builders were advised to see it and get some new ideas about row boats to-day. It is just as strong and as good as it was when it came from your shop.

Your friend and well-wisher,
CYRUS SMITH, M. D.

Indianapolis, Ind., Dec. 20, 1886.

J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I could not have been better pleased with a boat. It gave perfect satisfaction.

Yours,
C. S. PHILLIPS.

San Francisco, Cal., Dec. 21, 1886.

J. H. RUSHTON:

Dear Sir—In replying to yours of the 8th, I am pleased to state that the Mohican canoe purchased last spring has given entire satisfaction, and I think that as a model of beauty and fine workmanship she cannot be excelled.

Yours truly,
W. G. MORROW.

324 Pearl St., N. Y. City, Dec. 11, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I take great pleasure in saying that the boat I procured from you is in every way satisfactory, and for her capacity, the lightest rowing boat I have seen in a ten year's water experience.

Yours very truly,
F. W. NOSTRAND,
Adv. Manager N. Y. Judge.

Wilmington, Del., Dec., 9th, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The 118 pleasure boat, grade B, and the Nessmuk canoe, grade B, have given entire satisfaction and material and workmanship seem unsurpassed. They have been used many times on our rocky stream. One trip of 20 miles, made by this boat and three of your canoes, tested their endurance well. They stood rough handling, and shooting *dangerous* rapids. Once the boat became jamed bow and stern, after striking the rocks several times, and to save her we had to jump out, yet she came through all right barring a few scratches, soon repaired by a coat of fine varnish. She sails very well; we tried her many times with high winds. She now stands in my house with sails set, she carries a jib, and is justly considered by every one an ornament to the hall.

Yours very truly,
FRANCIS G. DUPONT.

5 Union Square, N. Y. City, Dec. 10, 1886.

MY DEAR MR. RUSHTON:

On my trip to Europe this summer I had the pleasure of examining many canoes of various foreign builders and from a comparison of these with those of your make, feel confident that should you display your models at the American exhibit in London next year you could teach some valuable lessons to our English cousins in fine work in small boat building. Throughout my trip, which extended as far east as Buda-Pesth in Hungaria, I saw no small craft that combined the lightness, strength, grace of model and beauty of finish that characterized the various canoes made by you for me. The one that I now use has given me great satisfaction, either under sail or paddle and I find it fulfills every requirement for general canoe work.

Yours truly,
ARTHUR BRENTANO.
Pub, Am Canoeist.

Quincy, Ill., Dec. 10, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—The boat I purchased from you last summer has proved perfectly satisfactory in every respect. It is pronounced the finest model and easiest running boat on our waters and its workmanship cannot be excelled, in my opinion. I wish more could be induced to purchase your boats as I think then more interest would be had in boating sports.

Yours very truly,
E. C. SELLECK.

St. Paul, Minn., Nov. 26, 1884.

MR. J. H. RUSHTON:

Dear Sir—Since 1877 I have directly and indirectly bought 15 of your light boats and canoes and not in a single case have I found them faulty in either material, workmanship or construction. I have had boats from others; still I always recommend your canoes, feeling confident that the purchaser will be thoroughly satisfied and feel sure he has his money's worth.

Most truly yours,
JOHN A. BERKEY.

St. Paul, Minn., Dec. 9, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—I can only say that during the past two years I have had no occasion to change my opinion, and I still give your boats and canoes the preference.

Yours very truly,
JOHN A. BERKEY.

Office of Art Interchange Co., 87 W. 22d St., N. Y. City, Dec. 11, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The boat you built for me last spring has given me satisfaction in every way. It was built specially to my lines, and my directions as to moulds and execution were very carefully followed. I have great hopes of your new method of building with a smooth skin, and can heartily recommend you to all people desiring good workmanship.

Very truly yours,
WILLIAM WHITLOCK.

Pittsburgh, Pa., Dec. 10, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—I have used with perfect satisfaction during the past season the boat I bought from you last May. Your boats are deservedly the most popular in use at South Fork; as well on account of the high character of your work, as the ease and safety with which they can be handled.

Yours respectfully,
J. H. REED.

Lynchburg, Va., Dec. 10, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—After examining a number of catalogues and after critically inspecting many boats of a like nature exhibited at the exposition in New Orleans, Louisville and Chicago, I selected for my sons one of your pleasure boats. They have taxed its capacities heavily during the year they have owned it, and it has not only fully come up to your representations, but has exceeded their hopes and given perfect satisfaction. It is much admired, and out of many boats of many builders belonging to our club, it is accorded the first place for strength, speed and beauty.

Yours respectfully,
CHAS. M. BLACKFORD.

Windsor Hotel, New York, Dec. 14, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I take the opportunity to tell you that the boat you built for me last summer was quite a success and I shall take every opportunity to recommend your boats.

Yours sincerely,
A. C. MUNOZ.

Galveston, Texas, Dec. 14, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—It affords me much pleasure to say a word in praise of the boats purchased of you; of the five or six of different styles and grades each and every one has given entire satisfaction. I think I can safely say that for beauty of design and finish and for *durability* your boats cannot be excelled.

Yours very truly,
HOWARD CARNES.

Easton, Penn., Dec. 13, 1886.

J. H. RUSHTON:

Dear Sir—In the last six years I have bought five of your pleasure boats for myself and friends and in every case they have given perfect satisfaction. The first boat I bought of you in 1878, No. 112, 12 feet long, for paddling only, I still use. It is in excellent order and has required no repairs, except painting. I would not give it up to-day for any other boat I have ever seen during my twenty-five year's experience in Adirondack life.

Yours very respectfully,
JAMES CONSTABLE, JR.

Conowingo, Md., Dec. 10, 1886.

J. H. RUSHTON, Canton, N. Y.:

Yours of the 8th inst. to hand, and in reply to your request I take pleasure in saying that your work *continues* to give entire satisfaction.

Yours truly,
JOHN W. BELL.

Toledo, Ohio, Dec. 12, 1886.

J. H. RUSHTON, Esq.:

The boat that you sent me has attracted a great deal of attention. It was a beauty and no mistake. A more handsome little craft did not, the past season, float on this part of Lake Erie. She is a wonderfully rapid little sailer and she behaves beautifully under canvas. Hoping soon to hear from you, I am

Truly yours,
WM. R. LEFLET.

1111 Main St., Richmond, Va., Dec. 11, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—Your boats were all we expected of them with the exception of the out riggers; but as they were all that could be gotten at the time, we took them. With an improvement in that respect I do not think you could be excelled. We have some of your boats that have been in active service for four and five years and they are nearly as good as new, although our membership is a large one, and very hard on the boats. Wishing you much success, I remain,

Yours truly,
J. L. HILL,
Treas. Virginia Boat Club.

431 Penn. Avenue, Pittsburgh, Pa., Dec. 11, 1886.

MR. J. H. RUSHTON:

Dear Sir—It gives me much pleasure to say, that the Mohican No. 1 canoe, which I purchased from you last spring gives me entire satisfaction. Her sailing and paddling qualities are first class. I can cheerfully recommend your work.

Yours respectfully,
C W. TINDLE.

Indianapolis, Ind., Dec. 10, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I have used one of your canoes six years, during which time it has given entire satisfaction; notwithstanding it has seen many hardships and gone through the most severe tests, it is to-day in first class condition. I most cheerfully recommend your canoes to the public.

Yours truly,
O. W. WILLIAMS.

Charleston, S. C. Dec. 10, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The boat I purchased from you has given entire satisfaction. I have found it a dry, safe, light running boat in all ordinary weather upon our bay.

Yours respectfully,
W. T. THOMPSON.

277 Jarvis St., Toronto, Ont., Dec. 14, 1886.

Dear Sir—I bought one of your Mohican No. 4 canoes last spring and have found her satisfactory in every respect. She is a good boat under sail or paddle and an excellent boat in rough water.

Yours truly,
W. A. LEYS.

Binghamton, N. Y. Dec. 14, 1886.

MR. J. H. RUSHTON:

Dear Sir—The boat I purchased of you last spring has proved to be just what I wanted; it has pleased me in every respect and been the admiration of many. Aside from a few scratches it is as good as new, although in constant use all summer.

Respectfully yours, E. S. EVERETT.

Rochester, N. Y. Dec. 15, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The 17 ft. x 44 in. boat bought of you has been more than satisfactory. It is light, durable, safe, finely finished, has all the qualities essential for a family boat. For rowing and sailing it is all that can be desired.

Respectfully,
J. LEE JUDSON.

Pittsburgh, Pa., Dec. 14, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—I take great pleasure in testifying to the good qualities of the pleasure boat purchased from you last summer for my daughter. It is a beauty, and I do not see how it could be improved upon for the purpose for which it was wanted, the qualities being lightness and speed.

Yours truly,
WM. A. MCINTOSH.

Tomkins Cove, N. Y., Dec. 8, 1886.

MR. J. H. RUSHTON:

My Dear Sir—The canoe, Mohican No. 2, 1886, which I bought of you in July proved a very strong, stiff and complete boat. I used it on the St. Lawrence and other waters several times in heavy winds and rough waters, as a Tandem, carrying myself, my son and our camp equipage, weighing altogether over 400 lbs. and we were both surprised and delighted at its extreme buoyancy. Only once in a voyage of over 200 miles, nearly all under sail, did we take in a little water. Packed heavily with duffel, it stood the racket of express and baggage handling without injury and is to-day apparently as good as ever.

Very truly yours,
E. GAY, JR.

Westchester, Pa., Dec. 8, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The Nessmuk Canoe, grade A, purchased from you last summer for my son, has proved very satisfactory.

Yours respectfully,
GEO. B. THOMAS.

Philadelphia, Pa., Dec. 9, 1886.

MR. J. H. RUSHTON:

Dear Sir—The Mohican canoe I purchased of you in June last, has proven satisfactory in every respect. She is a first rate sailer, and considering her size, a fair paddler.

Very truly yours,
WM. J. DAVIS.

26 Spruce St., N. Y. City, Dec. 8, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—In reply to your favor of the 6th inst. would say, that the Barnegat sneak-box which I purchased of you last June has in every way been entirely satisfactory and would advise any one who wants a good sneak-box to buy of you.

Truly yours,
J. B. FOSDICK.

Perth Amboy, N. J., Dec. 8, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—The 13 ft. boat with centerboard and sail etc., purchased by me in the spring has proved to be exactly as represented. She is a beauty and I have enjoyed myself in rowing in her nearly every day up to November. She has been admired by all who have seen her. She has not leaked a drop as yet.

Very respectfully yours,
JAMES T. WATSON.

90 Fourth Avenue, Pittsburg, Pa., Dec. 20, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—In reply to yours of the 6th, would say, that the boat I bought from you last summer gives perfect satisfaction and is a model of beauty. There are about thirty of them on Conemaugh lake, and as pleasure craft, I do not know any to compare with them.

Yours truly,
CHAS. J. CLARKE.

Port Deposit, Md., Dec. 22, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—In response to your inquiry regarding the boat No. 105, I purchased of you last June, I take pleasure in stating, that as to the manner in which it is built, its finish and appearance, it more than fulfilled my expectations, and has given entire satisfaction in every respect. Wishing you the prosperity that your work deserves, I remain,

Very respectfully yours,
C. A. McCLENAHAN.

Pittsburgh, Pa., Dec. 15, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The boats I purchased of you last year and the year before have given complete satisfaction.

Respectfully yours,
J. H. WILLCOX.

Omaha, Neb., Dec. 18, 1886.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The canoe I ordered from you last spring, Mohican No. 4, has proved a most complete success, being very easy to paddle, while her ability to carry "Cloth" is almost remarkable. I am the rankest kind of a novice at sailing, yet she carries her 80 feet of sail with the greatest ease. The workmanship and finish in the "Mary L." cannot, I am confident, be excelled.

Yours very truly,
CHARLES L. DENEL.

St. Peter's Rectory, Cazenovia, N. Y., Dec. 20, 1886.

MY DEAR MR. RUSHTON:

I wish to add my testimony to the efficiency of your work. I have had a long and somewhat varied experience with canoes of all sorts, but not until the "Adjidaumo" came last spring was I completely satisfied.

I am truly yours,
ROBERT HOWLAND NEIDE,
Rector St. Peter's Church, Cazenovia, N. Y.

Pittsburgh, Dec. 10, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—Yours received. I have nothing to add to my former letter excepting that my brother Walter bought from you the boat I intimated I thought he would buy, as he liked mine so much. You have sold since that time quite a large number to members of our South Fork club, which give great satisfaction.

Yours truly,
OLIVER MCCLINTOCK.

St. Johns, Newfoundland, Dec. 23, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—I am greatly pleased to report to you that the Stella Maris canoe purchased four years ago has given every satisfaction and is to-day, despite hard usage, as good as ever, which speaks well for your workmanship.

Yours truly,
A. S. RENDELL.

2032 Locust St., Phila. Pa., Dec. 9, 1886.

MR. J. H. RUSHTON:

Dear Sir—The boat you sent to my nephew, Mr. W. L. Smith, was placed by him on Crystal lake, Susquehanna Co., Pa. It was used by him all last summer and gave great satisfaction.

Yours truly,
JOHN FERNIE.

J. H. RUSHTON:

Dear Sir—My boat is now in use for the third season, and is yet A 1; the Rushton I consider first and best all the time, and no regrets after the purchase of one of your manufacture.

Respectfully,
GEORGE CRANE,
Columbia, Pa., Dec. 10, 1886.

92 Pearl St., Hartford, Conn., Dec. 8, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—The open canoe, No. 119 Ellard model, arrived for the Calla Shasta meet of New England Canoeists and gave both to my friends and myself universal satisfaction. She is light, speedy, handles easily and trims so perfectly I do not hesitate to take my little children picnicing up and down the Connecticut. But there is no need of my lauding the "Rushton;" she speaks for herself.

Very respectfully yours,
C. D. ALTON, M. D.

Toledo, Ohio, Dec. 9, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—It gives me pleasure to say to you that the boat you sold me last spring has given first rate satisfaction. I believe it was your No. 107 first quality.

Yours truly,
P. F. BERDAN.

Syracuse, N. Y., Dec. 10, 1886.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—I purchased of you during the year 1885, four boats and canoes of different sizes. I have used them since that time, and it gives me pleasure to say that they have given me entire satisfaction, both in their working qualities and durability.

Very respectfully yours,
A. C. CHASE.

Seattle, Wash. Ty., Oct. 24, 1886.

J. H. RUSHTON, Esq.:

Dear Sir—I suppose that you have long since given me up as having been cast away and lost on some far northern isle, although I have no doubt but that the poignancy of your grief is very much alleviated by the reflection that the *Vesper* "got there just the same," and bore off the International Mug. I feel, however, that, notwithstanding that fact, I owe you at least an explanation, and that to a canoeist and member of the legal profession is always easy. Immediately upon the receipt of the new canoe, (*Vesper*), I started on a cruise, but not the open water one, which I originally contemplated, owing to the inability of the balance of the party to be away long, and I therefore took in the Snogualmic, Black and Chehalis rivers in this territory. They are all, and especially the former filled with rapids and are ideal streams for canoeing. The Snogualmic I ran with my wife in the canoe with me and with the greatest ease and safety. The other rivers I ran with but myself in the canoe, although a gentleman in an *Everson "Sunbeam"* was in company with me, and the *Vesper* model demonstrated in the most complete manner its superiority as a river canoe. I traveled in all about 300 miles in the canoe, but during that time had no opportunity to ascertain her sailing qualities. She paddles extremely easy and I consider her a *perfect* cruiser. She has as much room in her as a yacht. My wife and myself, and our aggregate weight is at least 350 lbs., traveled over 75 miles in her, carrying with us all our baggage, including extra clothing, cooking utensils, provisions, a tent for camping on shore, blankets, etc., a complete photographic outfit 5x8 with 100 glass plates of that size, a suit of sails and other articles too numerous to mention, and were not only perfectly comfortable, but actually had room to spare. The canoe is perfectly adapted for sleeping in, as the flat floor renders it perfectly steady, and gives plenty of space for the most uneasy sleeper. I have had no opportunity to really ascertain her sailing qualities. I sailed one scrub race against my old Mohican No. 2 and a canoe built here 15x35 17 inches deep, with plate board. The wind was very light, the course about five miles, triangular, once round, and I finished about a mile ahead of the leader, gaining it principally on the way in before the wind. I am inclined to think that she would sail closer with a plate or Atwood board—she has a radix now. What is your opinion about it? Is there anything new in that line? As far as the finish and construction of the boat are concerned, they are simply perfect.

Sincerely yours,

J. C. HAINES

NOTE.—The above was not written for publication, but we are kindly permitted by the writer to use it.

Piney Woods Hotel, Thomasville, Ga., Jan. 1, 1887.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—I take great pleasure in informing you personally of the entire satisfaction which the Mohican No. 3 canoe, which you built me last summer, has given. The model is one which I cannot too highly recommend to those desiring an easy paddling and at the same time a safe sailing canoe for our inland waters—in fact the ideal cruiser.

Yours indeed,

LUCIEN H. ALEXANDER.

Cleveland, O., Feb. 8, 1887.

Mr. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—As a representative of the C. C. C. I desire to say that in all our experience we have never had any canoes that were so well built, both as regards strength and speed, as your Mohican No. 2. They are especially well adapted to open lake sailing and rough weather. We having used them on Lake Erie when very few other craft were out.

Yours truly,

GEO. H. GARDNER.

The Secretary of the Navy, through his son, patronizes Home Industry.

Groton, Mass., Feb. 10, 1887.

Mr. J. H. RUSHTON:

Dear Sir—Quite a while ago you wrote me a letter saying that your catalogue was going to print and that you would like me to write you a letter on how my boat has suited me; I mislaid it and have only just found it. Your boat has been entirely satisfactory and has proved itself immeasurably more than I expected or hoped. It combines lightness and speed and many are the happy afternoons we have spent in it. I remain

Yours truly,

H. P. WHITNEY.

Isle of Hope, Savannah, Ga., Dec. 14, 1886.

Mr. HENRY C. SQUIRES, New York:

Dear Sir—Your letter to me, directed Morristown, N. J., was forwarded to me here and reached me yesterday. I am glad to be able to write that the Rushton boat, No. 112, grade A, which you sent to me at White Lake, Sullivan Co., N. Y., this summer, has given most perfect satisfaction. Mr. Rushton certainly deserves every dollar he gets for his boats. Mine is well built and is a model of grace and beauty. One might think, at the first glance that it was a little small, but it is wonderful what the boat can be made to do with perfect comfort. It trims all right with one, two or three in it, and with three in my boat I could not see that it drew much more water than when I was alone. The extra streak enables the boat to stand a good heavy sea. I used to go into the heaviest seas without the least feeling of nervousness. In spite of the lightness of the craft, it takes a good hold of the water, and is easily controlled in a heavy wind. Altogether I am well pleased. There were many of your boats of different models at White Lake this summer, and they are all favorites.

Yours very truly,

L. BAKER.

139 Montague St., Brooklyn, N. Y., Feb. 19, 1887.

J. H. RUSHTON, Esq., Canton N. Y.:

Dear Sir—I am reminded by the reception of your circular of the 27th of January, of an intention long cherished but till now unfulfilled to write of my experience with a boat ordered of you through Squires, of Broadway, N. Y., in the summer of 1885. Its workmanship and finish were perfect, could not have been better had it been built for a king; was worth the cost to look at, as a beautiful specimen of cabinet work. It has fulfilled all the requirements for paddling, rowing and sailing to my complete satisfaction, and has stood the wear and tear of two seasons on Lake Seneket, (Woodstock Ct.) perfectly. Without meaning to flatter, but only to express my real feeling about it, it is a work of genius, perfect in every detail. I don't understand how so much work could have been put into it for the money. It was an open boat 14 ft. x 31 in. with sails, centerboard &c.

Yours respectfully,

ARTHUR MATHEWSON.

Stony Point, N. Y., Dec. 13, 1886.

Mr. HENRY C. SQUIRES;

Dear Sir—I am happy to say that the Rushton boat I purchased of you last spring has proved very satisfactory indeed. She has been in constant use through the entire season by Mr. Peck and myself, and although carried to and from the waters where used, many miles during that time, is as light and "ship shape" now as she was the day we received her from you. We named her the "Daisy," and she has shown herself indeed a "Daisy" for black bass fishing in the waters of this vicinity. Light of weight, strongly built, and of wonderful buoyancy. She is emphatically a good boat.

Truly yours,

FREDERICK TOMKINS.

New York, Dec. 11, 1886.

Mr. H. C. SQUIRES, New York:

Dear Sir—I take great pleasure in testifying to the many good qualities of the Rushton canoe purchased of you last spring, a Mohican No. 2. I took a long cruise in her and found her to be a remarkably stiff and comfortable boat, and very dry and able in a heavy sea; and for all round cruising and pleasure purposes would not exchange for any other model I know of at present. I have frequently taken my wife out with me as there is plenty of room for a passenger when all the hatches are off. As a racer I do not think this model as speedy as some others. I will cheerfully give any information I possess to enquirers if you desire to send them to me.

Very truly yours,

JOHN H. SPRAGUE.

25 Cliff Street,

HENRY C. SQUIRES, 178 Broadway, N. Y. City:

Dear Sir—Yours of the 11th inst. at hand. In reply I wish to say that the boat No. 115 purchased of you last spring has proved satisfactory. I used it continually this past season and gave it some pretty hard knocks, but it is in as good condition now as when first received.

Yours etc.,

OTTO H. LANDGRAF.

53 John St., New York, Dec., 1886.

Mr. SQUIRES:

Dear Sir—The Rushton Sneak box I purchased of you last June is a very well built and nicely finished boat, and I can recommend the boat as one of the best, for shooting or sailing with comfort and pleasure.

Yours very truly,

E. H. NORTON.

Franklin Furnace, N. J., Dec. 18, 1886.

HENRY C. SQUIRES, Esq.:

Dear Sir—The Rushton 16 ft. boat which I purchased from you last summer has given me perfect satisfaction. It stands a heavy swell, rows easily, and as a family boat is, I think, unsurpassed. I have rigged it with radix center-board and sail and find that it handles well as a sail boat.

Yours very truly,

W. W. PIERCE.

Sing Sing, N. Y., Dec. 15, 1886.

Mr. H. C. SQUIRES:

Dear Sir—In reply to your favor of the 11th, would say, that the Mohican No. 1, I purchased of you last spring has given very good satisfaction as a cruiser, for which purpose I bought her.

Yours truly,

G. FISHER SECOR.

170 5th Avenue, New York, Dec. 15, 1886.

Mr. H. C. SQUIRES:

Dear Sir—In reply to yours of the 11th inst. it affords me much pleasure to say that your Rushton boat, which I purchased from you last February, has given perfect satisfaction in every respect and it merits the most hearty recommendation.

Respectfully yours,

E. L. KNOEDLER.

HENRY C. SQUIRES, ESQ., 178 Broadway, City:
 139 Front St., New York, Dec. 20, 1886.
 Dear Sir—In reply to your favor of the 18th inst. I would say that the Rushton boat which I purchased from you last summer, has been satisfactory and much admired.
 Yours truly,
 JAMES M. WATERBURY.

HENRY C. SQUIRES:
 Springfield, Mass., Dec. 16, 1886.
 Dear Sir—In my opinion Mr. Rushton's boats combine strength and beauty of finish in a degree that cannot be excelled.
 Yours,
 CHESTER W. BLISS.

Dear Sir—I take pleasure in expressing my strong approval of your canoes. The "Bucktail" I purchased from you has given me entire satisfaction, and for shape, strength and stiffness under 50 sq. ft. of sail, it is superior to any canoe I have had. I can cheerfully recommend this style to any one wanting a good and durable sea-boat.
 Yours very sincerely,
 N. W. BROWNE.

HENRY C. SQUIRES, ESQ., 178 Broadway, N. Y. City:
 11 Cliff St., New York, Dec. 11, 1886.
 Dear Sir—I note yours of 9th inst. Should decidedly object to having my name used in the way opera singers recommend soaps, or after the fashion of patent medicine testimonials, but if you wish to refer any one to me will be glad to speak well of the Rushton boat.
 Yours truly,
 C. H. DODGE.

MR. HENRY C. SQUIRES:
 20 Nashua St. New York, Dec. 18, 1886.
 Dear Sir—I take great pleasure in stating that the Rushton boat that I purchased of you last June proved very satisfactory. I feared at first that it might be a little cranky, but on the contrary I found it very steady. The boat, in every respect, fully "filled the bill."
 Very truly yours,
 ISAAC L. MILLER.

MR. HENRY C. SQUIRES:
 Wilmington, Del., Dec. 18, 1886.
 Dear Sir—The Rushton canoes, purchased from you last May, have proved entirely satisfactory. During last summer they were subjected to a great deal of rough usage, and with the exception of a few scratches are as good as new.
 Yours truly,
 EUGENE DUPONT.

MR. H. C. SQUIRES, 178 Broadway, N. Y. City:
 21 Montgomery St. Jersey City, N. J., Dec. 21, 1886.
 Dear Sir—The "Nessmuk" canoe purchased from you last summer has proved satisfactory in every respect. I cruised in it last July over 100 miles on the small inland streams of New Jersey, at a low stage of water, carrying tent and all necessary luggage, where portages were frequent, and congratulated myself on having a light but spacious canoe. For running water the "Nessmuk" has no superior, unless it be the "Bucktail" model by the same builder. The latter having more depth and sheer is very staunch and sea-worthy. I have used one in a heavy cross-current sea on the St. Lawrence, where the famous skiffs of that river dared not venture. There is no reason why anyone with access to a stream five feet wide and five inches deep, should not possess and enjoy one of these canoes.
 Yours truly,
 H. W. WINFIELD.

Gents—I am entirely satisfied with the boat I got of you and used all last summer on lake George.
 Yours truly,
 J. B. SIMPSON, JR.

H. C. SQUIRES, 178 Broadway, N. Y. City:
 329 Broadway, New York, Dec. 20, 1886.
 Dear Sir—Your favor received. In reply will say the boat purchased of you the past summer, gave entire satisfaction.
 Yours truly,
 HENRY W. T. MALL.

HENRY C. SQUIRES, ESQ.:
 New York, Dec. 21, 1886.
 My Dear Sir—The Rushton boat which my sons bought of you last spring has been very satisfactory in use and much admired in every way. I am not boatman enough to praise its good points in detail, but when we want another boat, we shall go to you.
 Yours truly,
 THEODORE THOMAS.

MR. H. C. SQUIRES, 178 Broadway, N. Y. City:
 7 Times Building, N. Y. City, Dec. 21, 1886.
 Dear Sir—In reply to yours would say, that the Rushton boat purchased last July has so far given me perfect satisfaction and I am much pleased with it. It has been much admired by all who have seen it.
 Very truly yours,
 F. K. MISCH.

HENRY C. SQUIRES:
 Summit, Scho. Co., N. Y., Dec. 21, 1886.
 Dear Sir—In reply to yours of the 14th, I am glad to say the Rushton boat I purchased of you has given me perfect satisfaction. It sits on the water as natural as a duck and as good as you recommended to be.
 Yours truly,
 J. H. BROWN.

MR. H. C. SQUIRES:
 Hotel Vendome, New York, Dec. 20, 1886.
 Dear Sir—The Rushton boat and canoe that I purchased from you last summer have proved satisfactory in every respect. The boat, 15x42, fitted for sailing, and a Princess No. 2, were staked out and exposed to the sun for three months at Shelter Island. They were used every day, but never leaked a drop and were only revarnished once. The Princess No. 2 is the stiffest canoe I have ever been in, as I can sit on the edge of the cock-pit with 100 lbs. of shot on the same side without taking in any water. I think that for strength and finish your canoes are far ahead of any other builder.
 Very truly yours,
 WILLIAM BOYCE,
 K. C. C.

MR. HENRY C. SQUIRES:
 Newark, N. J., Dec. 13, 1886.
 Dear Sir—I take pleasure in assuring you that the Rushton boat which you sold me last June, has met my expectation in every respect; has afforded me a good deal of pleasant recreation, and was admired by all who have seen it, for its beauty and elegance.
 Yours truly,
 JOHN W. TAYLOR.

HENRY C. SQUIRES:
 304 Greene Ave., Brooklyn, N. Y., Dec. 14, 1886.
 Dear Sir—In reply to your letter of inquiry respecting the merits of the Vesper canoe purchased from you last spring I can say, that in every respect she exceeds my expectations. The lines combine lightness with great stability and the winning of the A. C. A. International cup proves the model to be superior in point of speed. The construction and finish being Rushton's, leaves nothing further to be desired. I have found in this canoe, one that suits me in every respect and now propose to "let good enough alone."
 Yours truly,
 THOS. G. BUDINGTON.

MR. H. C. SQUIRES:
 Am. Bank Note Co., 78 Trinity Pl., N. Y. City, Dec. 13, 1886.
 Dear Sir—In reply to yours of the 11th inst., I have no hesitation in saying that the canoe built for me last May has given me every satisfaction.
 Sincerely yours,
 WARREN L. GREEN.

HENRY C. SQUIRES, ESQ.:
 Elmira, N. Y., Dec. 23, 1886.
 My Dear Sir—The Rushton boats I purchased of you I took to lake Tahoe, where they were used steadily last summer. They were very much admired and gave us entire satisfaction.
 Yours very truly,
 J. S. FASSETT.

HENRY C. SQUIRES, ESQ., 178 Broadway, City:
 114 Wall St. New York, Dec. 13, 1886.
 Dear Sir—The Rushton boat purchased of you last summer and which I used in the Adirondacks, I am pleased to say gave me entire satisfaction. At the time of purchasing I was rather afraid it would be too light for the Adirondack lakes, but it proved thoroughly strong and rigid. Its beautiful finish and fine lines caused much admiration and its lightness enabled me to handle it alone without the slightest difficulty. I feel free to say that I enjoyed more comfort in it than in any boat I ever rowed.
 Very truly yours,
 EDWIN W. ADAMS.

HENRY C. SQUIRES, ESQ., City:
 30 Howard St., Dec. 13, 1886.
 My dear Sir—Yours of the 11th inst. is at hand and in reply I will say the Rushton Mohican No. 2 canoe which I purchased from you last summer has proved entirely satisfactory. She is fast, staunch and stable. In our club races she is always first or second.
 Yours very truly,
 R. BRANDRETH.

Aurora, N. Y., Dec. 13, 1886.

HENRY C. SQUIRES, ESQ., New York:

Dear Sir—The Rushton canoe bought of you last summer for my son has given perfect satisfaction and proved a source of great enjoyment to him.

Truly yours,

N. L. ZABRISKIE.

Columbia College, N. Y., Dec. 27, 1886.

MR. H. C. SQUIRES:

Dear Sir—The Rushton boat which I received from you last summer has more than fulfilled your promises. It is a perfect pleasure boat for ladies, being light to row while at the same time it is perfectly steady. I have also tested its sailing qualities which have far exceeded my greatest expectations. It is without doubt one of the handsomest boats I have ever seen and I shall certainly have no hesitation in recommending any of your work to my friends.

Yours etc.,

W. S. BARSTOW.

353 W. 57th St., New York, Dec. 14, 1886.

MR. HENRY C. SQUIRES:

Dear Sir—I have yours of the 9th inst. asking me to give you my experience with the Rushton cruiser ordered through you last spring. I am not sure that my boat comes under the head of a Rushton cruiser as it was built after the lines of the Forest and Stream cruiser in the Forest and Stream of January 10th 1886, and again July 1st 1886; but it was built by Rushton and a most beautiful job it was too, and I am happy to say that I have never sailed a small boat with so much comfort and pleasure as this one. It is not a fast boat but it is a wonderfully safe one, but what it lacks in speed it makes up in comfort. Many times the last season I have crossed water from eight to ten miles wide in very nasty weather when all the fishermen were under reef and making for port. Well, I made for port, too, and got there every time. My boat is 16x5, with cockpit 2 ft. 6 in. x 8 feet. Many times I have had six or eight men in with me and going to clam-bakes or some other sport, and while it was a little crowded, yet we never for a moment doubted our safety.

Very respectfully,

C. ALBERT SMITH.

146 W. 34th St., N. Y. City, Dec. 15, 1886.

HENRY C. SQUIRES, ESQ., 178 Broadway, N. Y. City:

Dear Sir—The 16 ft. cedar boat named "Adelphic," you built for me last summer and sent to Schroon lake, N. Y., proved satisfactory in every respect. I used her for rowing, fishing and sailing. As a row boat she is the easiest rowing boat of her size I ever used. When sailing, I carried a No. 17 Mutton Leg sail 50 sq. ft., in the heaviest kind of weather, and she stood it so well I intend to carry a much larger sail another season. She is very fast and experts say she is the best model small boat on Schroon Lake.

Truly yours,

CHAS. J. BLIVEN.

New York, Jan. 12, 1887.

MR. HENRY C. SQUIRES:

Dear Sir—I have your letter asking if the Rushton boat that I purchased of you last June has proved satisfactory. This was a family or pleasure boat, fitted with air boxes, Leg of Mutton sail and folding center-board, length of boat sixteen feet. In reply, I would say, that it has proved very satisfactory and in every way up to your recommendations.

Yours truly,

EDWARD H. LITCHFIELD.

Bellville, N. Y., Jan. 17, 1887.

HENRY C. SQUIRES:

Dear Sir—I am very much pleased to be able to express to you my appreciation of the excellent qualities of the 17 ft. open Rushton boat "Jersey Lily," purchased from you last spring. She has proved herself fully worth the price paid and is admired by all who see her.

Yours truly,

LILLIAN D. BRETT.

18 William St., Cor. Beaver, N. Y. City, Jan. 4, 1887.

MR. HENRY C. SQUIRES:

Dear Sir—I am very much pleased with the canoe I got of you last spring, one of the No. 4 Mohican model. Though I have had no opportunity of comparing her speed with other canoes, I am satisfied that she is very fast, while her weatherly qualities, in which I have had ample opportunity for testing her, are excellent. As a paddling canoe, while she is, of course, rather too heavy for one to manage enjoyably—she works easily and nicely in Tandem. Too much cannot be said for the beautiful manner in which Rushton finishes his boats. Everyone, even old canoeists, who have seen her, is enthusiastic. After the summer's use, she is yet perfectly tight.

Yours truly,

HOWARD ST. CLAIR WAIT.

Rondout, N. Y., Dec. 6, 1884.

MR. J. H. RUSHTON:

Dear Sir—For three summers I have sailed and paddled a Stella Maris canoe of your build and am still satisfied with her.

Yours truly,

GRANT VAN DUSEN.

Schuylerville, N. Y., Nov. 1, 1884.

MR. J. H. RUSHTON

Dear Sir—To say that I am thoroughly pleased with the Princess model canoe, 15 feet by 31½ inches, that you built for me and in which I made my long cruise to and along the Gulf of Mexico, is putting it in the mildest form. During this cruise of more than 3,000 miles, I used her as a sleeping apartment most of the nights during the five months, removing the dunnage from the cockpit and piling it on deck. I beached her through a heavy surf on the rugged shores of Lake Ontario, dragged her over the rocks and shoals of the Alleghany river, plunged down the falls of Louisville, Ky., forced her through the ice on the Ohio, she was dashed upon the hard sands of the Gulf of Mexico by the powerful surf, lay for months in a warehouse at Pensacola, Fla., then shipped to New York on the deck of a schooner unprotected from the rays of the sun, and thence sent to Stony Lake, Canada, where after receiving one coat of shellac below the water line was put into the water and after an hour or two was as tight as when first launched. As a sea-boat she is unsurpassed for her inches, and I have yet to see the canoe that is dryer than the "Aurora." For an all-round canoe I doubt if she has a superior.

Most truly yours,

DR. C. A. NEIDE, Sec. and Treas. A. C. A.

Pittsburg, Pa., Dec. 8, 1884.

J. H. RUSHTON, ESQ.:

Dear Sir—The 16 foot pleasure boat [No. 106] is all that I expected and most satisfactory. Of the 60 or more pleasure boats at our club house on Conemaugh Lake, including many varieties from the different makers both east and west, the general verdict of those who have seen my boat is that she takes the palm from all the rest. As a boat carrying four persons she is lighter, combines more good points, including sail, rows more easily, and is more graceful in form than any other pleasure boat of her class on the lake. My brother has an Alexandria Bay boat, but admits that mine rows with greater ease. You may expect an order from him.

Yours truly,

OLIVER McCLINTOCK.

Keene, N. H. Dec. 10, 1884.

J. H. RUSHTON:

Dear Sir—I am very ready to express to you my unqualified satisfaction with the pleasure boat you made for me. I found it thoroughly well built and, although light and easy to pull, sufficiently strong and stiff for any ordinary use. The finish is perfect, and the boat has been greatly admired.

Respectfully yours,

SAMUEL DINSMOOR.

Columbia Institute, 106 W. 42d Street, New York, Nov. 26, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have much pleasure in expressing my strong approval of your boats and canoes. I purchased from you about six months ago a small skiff [No. 111, grade E.] It has given me perfect satisfaction, and for elegance of shape, strength, lightness and beauty of finish it is superior to anything of the kind I have ever seen. It is marvelously swift and easy under oars, and paddles as well as a canoe. I intend putting a sail into her next spring.

Very sincerely yours,

EDWIN FOWLER, Sec. K. C. C.

Whitinsville, Mass., Nov. 26, 1884.

MR. J. H. RUSHTON:

Dear Sir—In reply to your favor of the 17th inst, I would say that the boats you sent to us have been pretty well looked over and all who have seen them speak in the highest terms of their lightness, beauty of finish and steadiness.

Yours truly,

C. A. TAFT.

St. Louis, Dec. 1, 1884.

MR. J. H. RUSHTON:

Dear Sir—I desire the pleasure of saying to you that I have been using one of your 15 foot boats for two seasons for hunting and fishing. I find the boat perfect in every respect, light draft, extremely easy going, very steady and a good carrier. She is also surprisingly strong for her light weight and appearance. She suits me for all purposes better than any boat I have ever seen.

Yours very truly,

BENJ. W. CLARK.

Albany, N. Y., Dec. 4, 1884.

MR. J. H. RUSHTON:

Dear Sir—For fishing or hunting in the Adirondack region the little boat purchased of you in 1882 is a perfect success. I have used it three seasons without re-painting or repair of any kind and it is just as good as new to-day.

Yours &c.,

E. PARKHURST.

Cedar Falls, Iowa, Dec. 1, 1884.

MR. J. H. RUSHTON:

Dear Sir—In January last I located here upon the banks of the beautiful Cedar river, and when spring opened found that I could not get along without a boat. Notwithstanding the long distance to freight it I sent to you for one. It came in perfect condition, and was pronounced by all the finest boat upon the river. It has been in use almost every day during the summer and has given perfect satisfaction, never leaking so much as a drop.

Yours truly,

F. D. PIERCE.

Riverton, Conn., Dec. 12, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have used one of your light cedar canoes for over a year and believe it to be of as perfect workmanship as skill and experience can give. It is an elegant as well as a light and substantial canoe.

Yours truly,
D. H. STEPHENS.

Cleveland, Ohio, Nov. 17, 1884.

MR. J. H. RUSHTON:

Dear Sir—In reply to yours of the 15th inst. will say that the 15 foot boat I purchased from you is to-day, for aught I know, as good as new. She has been used four seasons and no expense been incurred except to varnish her over once. She carries four persons, is an excellent sea boat and rows very light and nicely. The 12 foot boat, second quality, has been used three seasons and is still in good order, has been painted outside only. It is a wonder to me that such light boats are so durable. These boats have been loaned to gentlemen, ladies and children, and yet have not been broken, split, or injured in any way. I know of no other boat I would as soon have.

Yours truly,
L. AUSTIN.

Port Jefferson, L. I., Nov. 18, 1884.

MR. J. H. RUSHTON:

Dear Sir—I take pleasure in informing you that I have had two of your boats in constant use during the past three years and have used them in very rough water, find them tight and comfortable and have not laid out any money during this time for repairs, which I think speaks well for the boats. The ordinary boat when exposed to the sun will open in the seams and leak, but it does not seem to effect the planking on yours. These boats have been used in salt water, and all things considered, I think them the best boat that I have ever rowed and they are now worth almost as much as when new.

Very respectfully,
F. M. WILSON.

St. Luke's Hospital, South Bethlehem, Pa., Nov. 23, 1884.

J. H. RUSHTON, Esq.,

Dear Sir—I have used one of your clear cedar sided boats for the last three seasons, and have found it an exceedingly comfortable and easy boat either for rowing or paddling. Its steadiness and light draft give a confidence and facility of great value in sporting or purely pleasure expeditions. I cheerfully recommend the boat as the safest and most conscientiously constructed as to materials and workmanship that I have ever used.

Very respectfully,
W. L. ESTES, M. D.

Bethlehem, Pa., Nov. 25, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have had three years experience in your boats and have never had occasion to find fault with them in any way. I can and do recommend my friends to use "Rushton boats."

Yours,
JAMES S. DODSON.

Pictou, Nova Scotia, Nov. 24, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—I have much pleasure in stating that the 12 foot open boat I purchased from you in June, 1882, has given me every satisfaction. After three seasons use she is as good as new, has never leaked nor required varnishing. In model, material and construction, I consider her the best boat of the kind I ever saw.

Yours very truly,
DAVID H. PURVES.

South Lake Weir Fla., Nov. 23, 1884.

MR. J. H. RUSHTON:

Dear Sir—In reply to yours of the 17th, I am happy to state that the Stella Maris canoe purchased of you last year, has given the most perfect satisfaction both under sail and paddle, and is in every respect a thoroughly built and elegantly finished boat. I am confident that in workmanship, finish and beauty she cannot be surpassed.

Yours respectfully,
H. C. GUION.

Rochester, N. Y., Nov. 24, 1884.

MR. J. H. RUSHTON:

Dear Sir—Since receiving my canoe Springfield model, from you last spring, I have given it hard and continuous service, and fully tested its capabilities. It has proved to be staunch and safe, and the most comfortable canoe for all around purposes I have ever handled. In this vicinity our work is done in deep water, and mostly under sail, and the Springfield model is just the canoe required. For sleeping qualities it cannot be bettered.

Very truly,
MATT ANGLE.

Pittsburg, Pa., Nov. 24, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat I purchased of you last spring gives entire satisfaction. It is a beautiful model, very safe, and one of the easiest boats I ever rowed in.

Your friend,
M. B. SUYDAM.

Nesbit's Mills, N. Y., Nov. 24, 1884.

MR. J. H. RUSHTON:

Dear Sir—The open boat [No. 31] I received from you over two years ago, is the best model, the best built, and comprises with the rest the best material of any boat that has ever been in Fulton County, to my knowledge. And for sea worthiness, I believe it to be the equal of any boat of its weight.

Respectfully yours,
W. F. MOAK.

Dedham, Mass., Nov. 23, 1884.

MR. J. H. RUSHTON:

Dear Sir—It gives me great pleasure to testify to the good merits of your boats. After two years trial, and comparing them with others, I consider them without exception the best boats for fresh water uses, made.

Yours very truly,
BERNARD T. SCHERMERHORN.

Syracuse, N. Y., Nov. 24, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—It gives me great pleasure to testify to the merits of your work. The boat which I bought of you last spring was a beautiful model and was well and carefully finished. It has been used constantly during the summer in the Adirondacks, and notwithstanding the hard usage that a boat used for hunting and fishing in the woods has to undergo, it is still perfectly tight and apparently in as good condition as when I bought it.

Very truly,
W. S. ANDREWS.

Lowell, Mass. Nov. 24, 1884.

MR. J. H. RUSHTON:

Dear Sir—In answer to yours of the 15th inst. asking how my boat has suited me, can say that I have used it ever since I have had it (three years) both as a pleasure and a hunting boat. I have allowed all my friends to use it in common, and with all this abuse it has never leaked a drop to my knowledge. I have had it rubbed down each spring, but can truthfully say that it has harder usage than I supposed it was possible for a boat of that kind to stand. I use it some for hunting and I would not care to part with it at any price if it could not be replaced.

Very truly yours,
JOHN A. FAULKNER.

Fulton, N. Y., Nov. 24, 1884.

MR. J. H. RUSHTON:

Dear Sir—Now that I have had my vacation this fall, and I have spent it with the little boat you sent me some time ago, I want to let you know how well satisfied I am with it. I have had a number of different boats, but this one fills the bill in every respect; for durability and neatness it cannot be bettered, and my little girl says "it is just too nice for anything," for she has enjoyed the boat as much as I have. Hoping that you will continue to prosper, I remain,

Yours truly,
T. A. THAYER.

Chicago, Ill., Nov. 22, 1884.

MR. J. H. RUSHTON, Esq.:

Dear Sir—Yours of the 17th at hand. I have had four of your boats and I have never seen any other make that at all compares with them in any respect. They are about as nearly perfect as it is possible to make boats. The boat that I have used the most seems to be the best of the lot and not one has cost a cent for repairs. They are as tight now as ever, and two of them have had a good deal of hard usage.

Yours, &c.,
D. P. WILKINSON.

Melton, Md., Nov. 20, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—The boat I bought of you last November is, after a year of steady service for ducking, fishing and pleasure rowing, as good as new. Her model I do not think could be improved on, and with the above experience I should always feel, in ordering from you, confident of getting a satisfactory article.

Yours, &c.,
EDWARD SPRING.

Office of the Board of Water Commissioners, Saratoga, N. Y., Nov. 22, 1884.

MR. J. H. RUSHTON:

Dear Sir—The cedar, painted boat ordered by me for our board has now been in use over a year, and while having but indifferent care, as well as being used by many who do not know how to use a fine boat, is as perfect as when it first came to hand. Its "lines" are handsome, it rides the water beautifully and rows easily. We are much pleased with it and have never had reason to regret its purchase.

Very truly yours,
W. H. HODGMAN, Water Commissioner.
Committee on Purchase of a Boat.

Wayland, N. Y., Nov. 22, 1884.

J. H. RUSHTON:

Dear Sir—I heartily recommend your boats to all, taking the one you sent me for a sample. It fills the bill in every particular. As a pleasure row boat it is second to none in this section. I use it on Canandaigua, Hemlock, Canadice, Conesus and Loon Lakes.

Yours respectfully, E. M. FOWLER.

Schenectady, N. Y., Nov. 22, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have used one of your boats [13 ft.] for over two years on the river here. She has given perfect satisfaction in every respect.

Yours truly, JOHN T. B. GILMOUR.

206 S. Oxford St., Brooklyn, N. Y., Nov. 22, 1884.

MR. J. H. RUSHTON:

No. 121, with slight alterations in order to enable me to use oars, has exceeded my expectations by proving herself seaworthy, true and steady, though so extremely light. I used her on the St. Lawrence last summer in very rough weather.

Yours truly, J. BARTON CRUIKSHANK.

Clearfield, Pa., Nov. 21, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat you made for me, No. 161, in your catalogue of 1882, was in every way satisfactory. It is much admired both for its skillful workmanship and superior beauty, as well as for its strength and lightness.

Respectfully yours,
WRIGHT McENALLY.

Pittsburg, Pa., Nov. 21, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat purchased from you, No. 106, A, I have had in use for two seasons, and we have had much pleasure and comfort with it. It has the merit of combining strength and lightness, is easily handled and handsome in appearance. Although at times it has had usage it is about as good as new.

Yours truly, C. B. SHEA.

Rochester, N. Y., Nov. 21, 1884.

MR. J. H. RUSHTON:

Dear Sir—The Springfield model I received from you last spring is a complete success. It is the best all around canoe for our waters, easy under paddle and dry in a seaway. It is as good a sailer as we have in our fleet and for workmanship and finish, I think you take the lead.

Yours,
F. F. ANDREWS, Rear Com. A. C. A.

New York, Nov. 22, 1884.

MR. J. H. RUSHTON:

Dear Sir—Agreeable to your request of the 17th inst., I would say that I have used two of your canoes and find that in addition to other good qualities, they stand the strain of carries and transportation remarkably well.

Yours, &c.,
FRANK A. JONES.

Columbus, Ind., Nov. 22, 1884.

MR. J. H. RUSHTON:

Dear Sir—The family boat, with lateen sail, which I purchased from you and have at Cedar Beach Club House, on Turkey Lake, Ind., suits me better than any other make of boat I ever saw. It is very light, has a handsome model, is strong and perfectly safe in any weather we have on the lake. It has been very much admired by all who have seen it.

Yours truly, WM. J. LUCAS, Prest. First Nat. Bank.

Philadelphia, Pa., Nov. 20, 1884.

MR. J. H. RUSHTON:

Dear Sir—Your letter received to-day wishing me to express my opinion of your work. I had intended writing you a good while ago. Business delayed me, but since your letter has come to hand I take great delight in answering it. As to the model of the boat I think (15 ft. Princess) there is little room for improvement, and the workmanship cannot be excelled. Everybody who has seen it says the same. The only fault I have to find is with the sails. The trouble is the cotton is too heavy for the area. I think lighter material would give better results.

Yours truly, H. L. SIEGEL.

Taunton, Mass., Nov. 22, 1884.

MR. J. H. RUSHTON:

Dear Sir—During the past two seasons I have used my canoe a great many times. This past season I used it both on the fresh and salt water. I have found it satisfactory in every way. Indeed I think the Stella Maris as good, if not better than any canoe made.

Yours truly, H. C. ATWOOD.

1440 Massachusetts Ave., N. W. Washington, D. C. Nov. 20, 1884.

J. H. RUSHTON, ESQ.:

Dear Sir—The 15 ft. cedar boat which you built to my order, has been used by me for two summers on Lake George with great satisfaction. She is beautiful to look at, staunch and safe in use, light to carry, easy to pull, and the most comfortable boat in the world in which to sit in the stern-sheets and have some one else row one over the placid waters. After a life-long experience in boats, I do not well see how your system of construction could be materially improved.

Yours truly, GEO. A. SAWYER, U. S. Navy.

Columbus, Ind., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—In reply to yours of the 17th inst. will say. The three boats ordered two years ago have given perfect satisfaction, have not leaked a drop. I have no hesitation in saying I consider your boats are the best made and best modelled in the market.

Yours truly, A. F. HERZSCH.

Cohoes, N. Y., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat which you sent me is a daisy. It cannot be beat either in build, model, or sailing qualities. Undoubtedly it is the best boat around here as some one is around to see it every time I take it out. It is the fastest and most easily rowed boat I ever saw.

Yours truly, JOHN E. COONEY.

St. Louis, Mo., Nov. 20, 1884.

J. H. RUSHTON, ESQ.:

Dear Sir—The boat you built for me, 22 ft. long, 4 ft. beam, has now been in constant use for four seasons. It is as sound, tight and beautiful as the first day, does not leak a drop. I have had a good deal of experience with boats, have five boats now of different builders, and without question, yours is the strongest, lightest, easiest running boat I ever saw for a pleasure boat. It has struck rocks in the swiftest of rapids; been crossways on piles in a rapid stream without the slightest strain. In fact I do not see how a handsomer or better boat could be built.

Sincerely yours, JOHN F. O'ROURKE.

Warren, Pa., Nov. 20, 1884.

J. H. RUSHTON:

Dear Sir—The boat you shipped me this summer has given me entire satisfaction and is fully up to all you claim for it.

Yours truly, N. T. CLARK.

Clearfield, Pa., Nov. 19, 1884.

J. H. RUSHTON:

Dear Sir—We have been much pleased with the boat purchased of you last season. Our river is too shallow for boating with much satisfaction, or you might receive several orders from this place.

Respectfully,
F. B. REED.

Fort Madison, Iowa, Nov. 20, 1884.

J. H. RUSHTON:

Dear Sir—I am anxious to inform you that the 18 lb. canoe you built for me is, after two seasons' hard work on the Mississippi, just as stiff and tight as when first put into the water. I have owned some ten or twelve canoes since becoming a paddler, from dug-out and birch bark to Rushton's finest, and were I to buy a dozen more I would buy them all of Rushton, as he knows just what you want and sells you just what you buy and a little more.

Very truly yours,
WILL H. ATLEE.

Conowingo, Md., Nov. 19, 1884.

J. H. RUSHTON:

Dear Sir—Yours of the 15th inst. to hand and in reply would say: The boat I purchased from you proved entirely satisfactory in every respect. My opinion of your work is that it is the best.

Respectfully,
JOHN W. BELL.

Dedham, Mass., Nov. 20, 1884.

MR. RUSHTON:

Dear Sir—The little 12 foot boat I bought of you in 1882, is still sound and water-tight. It has always pleased me as it is light and strong and with proper care a lasting boat.

Sincerely yours,
J. C. FRENCH, M. D.

Brattleboro, Vt., Nov. 20, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—The little boat I bought of you last spring has proved in every way satisfactory. Everyone that has seen it has been very much pleased with it. Though not of your highest grade, it is strong, light, and well made, and just what I wanted for use on the river here. I am glad I followed your suggestion in regard to size, as this is large enough for the very rapid waters of the river.

Respectfully yours,
F. K. BARROWS.

St. Louis, Mo., Nov. 20, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—I used one of your light boats last summer that had lain out in the woods of Northern Wisconsin (hid and only protected by being covered with brush) during the winter of 1883-84. She then had hard usage on rapids and shoal streams, but is perfectly tight and sound to-day. A light weight boat to stand this severe ordeal, must be of the best workmanship and material.

Yours truly,
AUGUSTUS B. HART.

New York, Nov. 21, 1884.

DEAR MR. RUSHTON:

I have now had the "Kittiwake," one of your Tandem Shadows, in use for two years, and barring the scars of hard service, she is as good as new. I regard the leakage question as one of the severest tests to which a canoe can be put, and "Kitty" stands this to admiration. I launched her this spring after a winter in a dry cellar and started on a cruise with her with two men aboard. She did not require bailing at all, and this in spite of my failure to give her the regulation spring coat of varnish. I use her for single-handed paddling a great deal and she goes, for all that I can see, about as easily as a 14 ft. boat. I do not go in for racing to the extent of hundred foot mainsails, but "Kitty" does admirably well with the modest spread that I give her and is as good in a sea-way as any boat of her size. I take pleasure in recommending your work in every particular.

Truly yours,
CHAS. L. NORTON.

Nashua, N. H. Nov. 21, 1884.

MR. J. H. RUSHTON:

Dear Sir—I used one of your "Grayling" canoes on the Merrimac river a great deal during the past summer. The canoe proved perfectly satisfactory in every particular.

Respectfully,
F. H. AYRE.

Miford, Mass., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—Your letter received and contents noted. I cannot compliment your boat too highly. It is the best and handsomest boat that ever was around here and every person speaks in the highest terms of it. It has been in several races and always comes out ahead. In durability, easy management and safety, it cannot be beaten. I have taken a great many ladies and gentlemen out in the boat, rowing and fishing, and they think there is nothing like it. I have used the boat a great many times for fishing for pickeral and I like it, it is so easily managed, and it has not leaked a drop since I have owned it.

Yours truly,
E. A. FISK.

Canton, Pa., Nov. 20, 1884.

MR. J. H. RUSHTON:

Dear Sir—I beg leave to say in regard to the two 26 lb. canoes purchased of you last July that they have given the best of satisfaction. In August we spent eight days on the Susquehanna river with them, cruised about 240 miles, ran rapids, jumped rocks, slid over sandbars and slept in them. In fact, using them for everything but to fall out of, and yet after all this rough usage, they never leaked a drop and are apparently as good to-day as ever.

Yours very truly,
CHAS. W. HOOPER.

St. Louis, Mo., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat you made me has attracted universal attention whenever seen, and after two years' use it is sound as when made; does not leak a drop. I am highly pleased with it.

Yours truly,
J. C. RICHARDSON.

Newburgh, N. Y., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—In regard to the open canoe you furnished me last May, I will say it is satisfactory in every respect. She rows easily, paddles well, and under sail does all she is asked to do. The workmanship has had the commendation of all the practical men who have seen and examined it, and all who have seen it agree that it is a "thing of beauty." Though comparatively "a mere cockle" (16 ft. by 32 in., weight now about 60 lbs.) I have used her in all kinds of weather here on the Hudson, and have proved her to be safe, stiff, and weatherly. I will repeat, I am perfectly satisfied with her in every way.

Yours truly,
HENRY A. HARRISON.

Graniteville, Mass., Nov. 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—The 16 ft. canoe I purchased of you two years ago last April has given me great pleasure the past three summers. Although the boat has been put to much hard usage it has not in any way been injured, and after having it revarnished the past summer, I consider it just as good as when received. In point of workmanship, beauty and lightness the canoe is superior to any I have ever seen. Should I order another boat my preference will be a "Rushton."

Yours very truly,
ARTHUR B. PLIMPTON.

Newburgh, N. Y., Nov. 20, 1884.

MR. J. H. RUSHTON:

Dear Sir—The canoe I bought of you last spring has been in almost daily use during the season and has proved herself perfectly satisfactory in every way. The workmanship is excellent (experts have told me it could not be better) and the model good. I have found her perfectly safe under paddle in our roughest water—and the bay is pretty rough at times—and she is very stiff for so small a boat under sail. I am well pleased with her. The pleasure boat you sold me and three others are in frequent use and are well liked.

Yours very truly,
NATE S. SMITH.

Windsor, Vt., Nov. 20, 1884.

MR. J. H. RUSHTON:

My Dear Sir—Yours of the 15th inst. duly received, in acknowledgment thereof I would say that the boat I had of you is one of the very best I have ever seen, and moves with the greatest ease, being excellent for ladies who enjoy rowing. It stands the wear and tear of its life capably, and when I shall need another similar I will most certainly order of you.

Yours truly,
CHARLES B. EVARTS.

Middletown, Conn., Nov., 19, 1884.

MR. J. H. RUSHTON:

Dear Sir—Yours of the 17th inst. has been received. I have purchased of you two of your pleasure boats. The first was of your regular 16 ft. pattern, and after some six years of service it is as good as it was on the day it was taken from the shop. For simple rowing for pleasure, or for hunting, it is, with the Lyman bow-facing oars for which you fitted it, a perfect thing in its way. The other boat was of similar style, but with several changes and additions, to meet some special requirements for use in Florida, whither I have taken her for the last two winters, and where it has given perfect satisfaction. For quality of materials, excellence of workmanship, and beauty of design, your boats of first grade leave nothing, in my judgment, to be desired.

Yours truly,
O. VINCENT COFFIN.

Westport, N. Y. Nov., 18, 1884.

MR. J. H. RUSHTON:

Dear Sir—It gives me pleasure to add my testimonial to the many I presume you have received. I have used the boat purchased of you both on Lake George and Lake Champlain, in violent gales and think without exception it takes the cake for safety and style.

Yours truly,
FRANK A. PRESCOTT.

Athens, Pa., Nov., 17, 1884.

MR. J. H. RUSHTON:

Dear Sir—The Tandem canoe which you sent me in the spring of 1881, has seen constant service for four seasons, being used for sailing, paddling, and (I must confess it) rowing. It has proved a very convenient and durable craft. It is now, to all appearances, in as good condition as when first launched. My Stella Maris after three seasons of very hard usage is still tight and serviceable, and almost as handsome as ever. For streams like the Susquehanna and Chemung, where sailing is secondary to paddling, the "Stella Maris" is all that can be desired, while its steadiness and ease of management under sail is the cause of surprise to owners of larger craft, and much pleasure to myself.

Yours truly,
EDWARD HICKEY.

Boston, Mass., Nov. 18, 1884.

MR. J. H. RUSHTON:

I have canoed for several years on many rivers in perhaps half a dozen different kinds of canoes. The best boats I know are Rushton's—both for model and build. But I do not think that even Rushton has achieved a success in modern canoes equal to the primitive Indian boat; I mean that none of our canoes is as perfectly fitted for a definite purpose as was the well built birch-bark boat. I wish Rushton would build a canoe with one purpose in view, not two—a light canoe for one man with a double paddle. At present all our canoes are intended for sail and paddle, and in consequence are not canoes at all, but little keel-boats. Rushton ought to lead the world in canoe models and I hope he will give this matter thought. As it is, for boats in which sail and paddle are used, there are no canoes superior to his, and I doubt if there is anything so thoroughly satisfactory as his "Stella Maris."

JOHN BOYLE O'REILLY.

Bennington, Vt., Nov. 19, 1884

J. H. RUSHTON, Esq.:

Dear Sir—The boat obtained from you some three years since has proven more than satisfactory. During the time that I have had the same it has received considerable rough usage, having been carted for miles over rough mountain roads, and used much of the time in shallow mountain lakes or ponds, where it was next to impossible to keep from contact with sharp rocks and stubs, yet the boat to-day is, for aught I can see, as tight and in as good form as when received by me and is all that could be desired.

Yours truly,

E. L. SIBLEY.

Port Jefferson, L. I., Nov. 18, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have used one of your 13 ft. canoes for two years. She has been a very satisfactory boat and has retained her good qualities most remarkably. She is perfectly tight and weighs but a trifle if any more than when new. I most heartily recommend your boats to all.

GEORGE HART.

East Saginaw, Mich., Nov. 17, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—Answering your favor of Nov. 15, I take pleasure in recommending your work. The canoe I bought of you has been subjected to the hardest usage during the past three seasons and always comes up smiling. I have used her for cruising rapid rivers exclusively and she has had some very hard knocks, but is to-day practically as good as new.

Yours respectfully,

WAYNE CHOATE.

Easton, Pa., Nov. 18, 1884.

J. H. RUSHTON:

Dear Sir—I am well pleased with the cedar boat I bought of you and can cheerfully recommend it to any one in want of a first-class boat. In workmanship, speed, weight, and durability, I think it cannot be excelled.

Very truly yours,

JAMES M. YOUNG.

Boston, Mass., Nov. 19, 1884.

J. H. RUSHTON, Esq.:

Dear Sir—In reply to yours of 15th, I cannot say much as I have scarcely had any time to use the boat I bought of you. On the only trip I took, of six days, it gave me fair satisfaction, and was the only one of six light boats which went in safety through quite a long and rough rapid, carrying myself and wife. With a little looking fore and aft it could stand most anything.

Yours truly,

D. S. GREENOUGH.

Canandaigua, N. Y., Nov. 17, 1884.

MR. J. H. RUSHTON:

Dear Sir—The boat which you built for me has given perfect satisfaction in every particular. As compared with the boats of other makers, of which I have knowledge, it is infinitely superior, particular as regards workmanship, and for gracefulness and beauty I think it cannot be surpassed.

Yours respectfully,

WM. G. ANTIS.

Lowell, Mass., Nov. 1884.

MR. J. H. RUSHTON:

Dear Sir—I have used but one canoe of your make, a "Nessmuk" which in point of material and workmanship is all that I could wish. Of course, like every amateur crank, I have my own ideas about model.

Yours truly,

PAUL BUTLER.

Rochester, N. Y., 28 N. Clinton St., Nov. 17, 1884.

MR. J. H. RUSHTON:

Dear Sir—I have owned one of your 13 ft. open canoes for four years, and one of your 14 ft. Shadow canoes for over two years, and have had personal experience with other canoes of your build, and it gives me great pleasure to say that for light weight, beauty and ability to withstand hard usage they far surpass any other make with which I am acquainted. The 13 ft. open canoe with high (21 in.) stem and stern is the best boat of its size in a heavy sea, I have seen, and for a hunting canoe on the Canadian lakes it is unsurpassed.

Very truly,
JAMES S. WATSON.

Syracuse, N. Y., Nov. 1884.

MR. J. H. RUSHTON:

My Dear Sir—I cannot refrain from telling you how greatly I admire the boats and canoes with which you are favoring the public. I have had great personal experience with them and have often seen them used by others, especially in the Adirondack waters, and I have never found them wanting in any respect. I can offer no suggestions in the matter of improvements, as it seems as if you had reached perfection in the manufacture of these beautiful adaptations for water transport. Believe me,

Yours truly,

E. R. WALLACE.

Saratoga Springs, N. Y., Nov. 18, 1884.

MR. J. H. RUSHTON:

Your favor of the 17th received. I have purchased several of your boats. The first was a hunting canoe bought in 1878. This has been used ever since, has had no care every spring in hunting ducks it has been shoved over the ice and through it, has never had any repairs and is as good as ever. I also have Tandem Shadow canoe in which I have cruised a great deal, and can only say I think it is the best made. A small canoe you made for my wife has been universally admired for beauty and finish and also for its excellent seagoing qualities. The large rowboat I bought last spring, I like so well I intend ordering another in the spring. I can only say I think your boats surpass any others I have ever seen for the purpose they are intended, and I have had all the styles of the now going makers. I take great pleasure in sending this as I have had great pleasure from your boats.

Yours, &c.,

A. GERALD HULL.

New York, Nov. 25, 1884.

MR. HENRY C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—The No. 118 (Rushton) Hunting and Fishing Canoe I purchased of you this summer has been my constant companion for over three months, and has given me great satisfaction. It was greatly admired, and generally acknowledged to be the trimmest craft on Raquette Lake.

Truly yours,

CHARLES G. KOOP.

Red Bank, N. Y., Nov. 24, 1884.

MR. H. C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—Have had three canoes of Mr. Rushton's manufacture, and have one at present. Have used them in all kinds of weather, and considered myself as safe in one of them as though on terra firma. Even the clergy will attest their sea-worthiness. My first canoe I presented to the Rev. F. K. Knipe, of Oceanic, N. J., and he is well pleased with his "perfect joy."

Fraternally yours,

GEORGE H. WILD.

52 William St., New York, Nov. 29, 1884.

MR. H. C. SQUIRES:

Dear Sir—Please advise Mr. Rushton that the additional spars for my Tandem Princess are satisfactory, and that I am obliged to him for the promptness with which they were supplied. I am very much pleased with the boat, not only because of its performance under paddle and sail, but because of the excellent condition in which I find it at the close of the season.

Yours truly,

C. M. FOSTER.

96 Broadway, N. Y., Dec. 1, 1884.

MR. H. C. SQUIRES:

Dear Sir—In answer to your letter, I take pleasure in saying that the boat I bought of you has proved all that you guaranteed, and has given me satisfaction in every respect. I have used it more than two years, and during that time no repairs have been necessary. I take pleasure in recommending your Rushton boats to any one desiring a good article.

Yours truly,

ALEX TAYLOR, JR.

4 West Fifty-Seventh Street, New York, Nov. 24, 1884.

MR. H. C. SQUIRES, 178 Broadway, N. Y.:

Sir—The Rushton boat that I purchased of you last spring has proved in every respect satisfactory. I consider it admirably made in all particulars, and cheerfully recommend it as possessing more good qualities than any boat that I have ever seen.

Yours,

J. A. ROOSEVELT.

Canajoharie, N. Y., Nov. 24, 1884.

MR. H. C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—It gives me great pleasure to heartily recommend the Rushton boat, which has given me great pleasure during the last six months. I have enjoyed rowing it more than any boat I have ever rowed. It is as sound to-day as when first it floated on the waters of the Mohawk.

Yours sincerely,

FRANCIS STODDARD HAINES.
Pastor of Reformed Church.

Southboro, Mass., Nov. 25, 1884.

MR. H. C. SQUIRES:

Dear Sir—I am greatly satisfied with my "Stella Maris" canoe. I have found it a combination of comfort, safety, beauty and speed. I have used it all summer, and like it better and better every day.

Yours truly,

C. F. ROCKWELL.

Dalton, Mass., Nov. 24, 1884.

MR. H. C. SQUIRES:

Dear Sir—In reply to your favor of the 21st inst. would say that the canoe I purchased of you last summer, made by Mr. J. H. Rushton, has given very good satisfaction, and I would cheerfully recommend him to any one in want of a good boat.

Very truly yours,

J. B. KITTREDGE.

40 East Eleventh Street, Nov. 30, 1884.

MR. H. C. SQUIRES, 178 Broadway:

Dear Sir—My first experience in canoeing was with a Grayling purchased of you last August, in which I cruised from this city to the Thimble islands and elsewhere. I had abundant opportunity of testing the sea-worthiness of the craft, as the weather was very squally, and I worked up against a southeast gale nearly all the way. If she had not been all that was claimed for her in regard to staunchness, we should probably have furnished an item of interest for the daily press. In regard to workmanship and appointments the Rushton canoes are the next ultra of perfection, and for grace and beauty are simply "poems in cedar."

Very truly yours,

FRANK M. LEWITT.

New York, Dec. 3, 1884.

MR. H. C. SQUIRES, 178 Broadway:

Dear Sir—I am very willing to say that the boat I bought of you last summer proved in every way satisfactory. It was very light, easily managed, very buoyant in rough water, and bore a great deal of hard usage on the coast of the Sound without very serious damage. The model and the finish, too, were admired by everybody who saw it.

Yours truly,

E. L. GODKIN.

New York, Nov. 28, 1884.

MR. HENRY C. SQUIRES:

Dear Sir—The boat I purchased of you last summer more than meets my expectation, and was the delight of my family during the summer on the lakes. Although light enough to be easily carried from lake to river, I had no hesitancy to allow my youthful children to go on the water in it without the company of grown persons, so safe did it prove to be. I think it is a gem for lovers of the water.

Yours truly,

JOHN W. MURRAY,
Vice Pres't Ger. Am. Ins. Co.

42 West Fifty-Sixth Street, New York, Nov. 25, 1884.

MR. H. C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—The Rushton boat I purchased of you last summer has met my expectations in every particular, and has afforded me a great deal of pleasant recreation. It affords me satisfaction to recommend it as a strong, serviceable boat, of light weight and beautiful proportions.

Yours truly,

WILLIAM K. ASTON.

1193 Broadway, New York, Dec. 1, 1884.

MR. H. C. SQUIRES:

Dear Sir—The Rushton boat I bought from you has proved in every way satisfactory, and is the best boat for the money that I know of.

Very truly yours,

JOHN GILSEY.

104 Broadway, New York, Dec. 9, 1884.

MR. H. C. SQUIRES, 178 Broadway:

Dear Sir—The boat built by J. H. Rushton which I purchased of you last spring has given me perfect satisfaction. I have tested it in all kinds of weather, and found it staunch and easily handled.

Yours truly,

F. T. ADAMS.

Halifax, Nova Scotia, Dec. 2, 1884.

MR. H. C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—The boat I purchased from you, built by Mr. J. H. Rushton, has given every satisfaction. I have used it in all kinds of squally weather, with sail. The finish and workmanship throughout is first-class. Don't think the builder can improve on it.

Yours respectfully,

WILLIAM DUFFUS.

Warren, Pa., Dec. 12, 1884.

MR. HENRY C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—The Stella Maris which I purchased from you has given entire satisfaction. During a cruise of some weeks she proved to be a light paddler and good sailer. She can not be too highly recommended to those desiring a strong, light, cruising canoe.

Yours &c.,

E. D. WETMORE.

No. 9 New Street, New York, Dec. 4, 1884.

MR. HENRY C. SQUIRES, 178 Broadway, N. Y.:

Dear Sir—It affords me much pleasure to state that the canoe purchased from you last July has given me much satisfaction. It has proved a very serviceable and pleasant boat to handle.

Yours truly,

ALBERT YOUNG.

Pittsburgh, Pa., Dec. 14, 1884.

MR. J. H. RUSHTON:

Dear Sir—It gives me great pleasure to be able to give a good account of the Grayling canoe I purchased from you. The canoe has been in use for one year, and is in as good condition as the day I got it. The canoe was shipped by rail to Clayton and return, and has had a hard season's use, but it has never leaked a drop. It is a good sailer and a very easy paddler. It took the paddling prize in the fall regatta here. In all regards it is the best boat of its size I have ever seen.

Yours truly,

B. C. BAKEWELL.

Bethlehem, Pa., Nov. 14, 1884.

J. H. RUSHTON, ESQ.:

Dear Sir—It affords me a great deal of pleasure to testify to the merits of the boats of your construction. The one which you sold me has given the greatest satisfaction; and when I sold it recently, to give place to a larger one which I intend ordering in the spring, it was in every way in good order, and the gentlemen to whom I sold it has spoken very highly of its capabilities.

I remain very truly yours,

W. D. HOLMES.

Lawrence, Mass., Dec. 17, 1884.

J. H. RUSHTON, ESQ., Canton, N. Y.:

My Dear Sir—It gives me pleasure to add a word of favor for your work. Having been familiar with your pleasure boats and canoes for some years, can say that the workmanship is first-class, and that they have withstood every required test. We have a large number of "Rushton's" on our club list.

Very sincerely yours,

WALTER U. LAWSON,
Sec'y Vesper Boat Club, Lowell, Mass.

Williamsport, Pa., Nov. 3, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—It is a pleasure to me to say that the boat you sold me has given great satisfaction during the entire season. It more than met my expectations and was pronounced by everyone the best boat at Eaglesmere.

Yours respectfully,

JAMES M. GAMBLE.

Prescott, Wis., Nov. 8, 1885.

J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The boat purchased of you in August last arrived at destination in best of order. It answers my purpose exactly, and is in all respects first class. I do not hesitate to recommend your style of construction as superior to all others.

Yours truly,

J. W. CLARK, Bridge Engineer, C. B. & N. R. R.

Towanda, Pa., Nov. 3, 1885.

J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The canoe you made for me last summer, weighing twenty-seven pounds, is perfect in every respect. Though rather inexperienced I manage it easily enough. It excites the admiration of all who see it.

Yours truly,

REV. CHARLES F. KELLY.

Fairport, N. Y., Oct. 31, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—Last spring I bought of your agent, Dr. C. A. Neide, an Ellard model sailing canoe. It has given entire satisfaction, and is the best all-around canoe I have ever seen. It is an easy boat to paddle, and a splendid sailer. The workmanship could not be surpassed.

Yours truly,

WAYLAND M. DELAND.

Pittsburgh, Pa., Oct. 27, 1885.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—Your canoes are certainly masterpieces. I have had two. During the summer of 1884, I used a "Stella Maris," as fine a boat as ever floated. I made a 300 mile cruise in her, and were it not that I am a "six-footer" would not have parted with her for anything. She was fast, staunch and strong, just my ideal. This season I got a "Princess," but from lack of opportunity have used her but little. She is also a beauty and rides the water like a duck, and I know will come fully up to the standard of your boats.

Yours truly,

W. H. NIMICK.

Sunbury, Pa., Oct. 27, 1885.

J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I have now had ample time to try the boat you sent me last spring, light canoe No. 121, according to catalogue of 1883. The boat is almost as light as a shell, rows very nearly as fast, but possesses steadiness in a degree most marvelous in a craft so light and delicate. Whenever I hear anyone talk of purchasing a boat, I always recommend them to consult your list, confident, if they choose from it, they will never feel any regret and I will never hear a word of reproach.

Very truly yours,

E. W. GREENOUGH.

Schenectady, N. Y., Oct. 30, 1885.

J. H. RUSHTON:

Dear Sir—You ask how I like the boat I bought of you last spring. I am exceedingly well pleased and entirely satisfied with it. Beauty, strength, lightness, speed and safety are admirably combined. I think it is the best boat of its class on the river.

Truly yours,

S. W. JACKSON.

Bustleton, Pa., Nov. 2, 1885.

J. H. RUSHTON:

I am perfectly satisfied with the canoe. I have had it out in all kinds of weather and it has never sustained any injury.

Yours,

B. L. HARSELL.

Lexington, Ky., Oct. 26, 1885.

MR. J. H. RUSHTON:

Dear Sir—In April last we purchased of you one of your No. 110, C. grade row boats, for livery use on our Park Lake. In style and beauty of finish it exceeded our expectations and though we at first thought it too light for our use, yet a season's wear has shown that it is equal in durability to boats of much heavier build.

Very respectfully,

WOODLAND PARK CO.,
Per E. T. BROWN, Sec'y.

Lexington, Ky., Oct. 26, 1885.

J. H. RUSHTON, Esq.:

Dear Sir—The "Bucktail" canoe ordered of you last summer is indeed a beauty and is admired by all who see it. Though intended for one person of light weight, myself and wife ride in it with perfect comfort. I have never noticed that it has leaked a drop—a very important feature in a seatless canoe.

Your truly,

E. T. BROWN.

Rouses Point, Lake Champlain, N. Y., Oct. 28, 1885.

MR. J. H. RUSHTON:

Dear Sir—I have only used my 35 lb. hunting canoe a few times, but find her all I anticipated when I ordered. She has great stability, and with two in her (her proper crew) can be propelled as rapidly as one would wish for in a boat of her class. I think your system of canoe and boat building as good as any I have seen.

Yours truly,

JNO. H. VAN BUSKIRK.

No. 8 Wood St., Charlestown, Mass., Nov. 2, 1885.

MR. J. H. RUSHTON:

Dear Sir—The canoe ordered by me last summer for the cruise I mentioned at the time was perfect in every way. I doubt very much if any of your work has been tested so thoroughly as in her case; yet our craft never leaked a drop and at the end of the cruise was as good as ever. Permit me to thank you for your admirable work.

Sincerely,

NED ROSE.

Oswego Falls, N. Y., Oct. 29, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—I take pleasure in testifying as to the beauty and durability of your boats. The No. 104, 16x32 boat, bought of you last spring, after having been used continually all summer, is as good as new and I would not exchange it for any other make.

Yours truly,

J. F. WILLARD.

Des Moines, Iowa, Oct. 26, 1885.

J. H. RUSHTON:

It affords me pleasure to say that all the work I have had from your establishment for myself and others has been very satisfactory. I have learned to believe that there is at least one boat builder in the country whose work is just as represented in catalogue. I shall never feel satisfied, I am sure, until I add to my present fleet a Grayling, with Child's center-board and cruising sails complete.

Yours with best wishes,

TAC HUSSEY.

South Bethlehem, Pa., Oct. 27, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—Your boat has not only given me entire satisfaction, but has also been admired by all my friends.

Yours respectfully,

FRANCISCO A. BERMEDES.

Jacksonville, Fla., Oct. 30, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—Your favor of 24th inst. to hand, and in reply would say, that the boat ordered from you came duly to hand in good order and it is very much admired for its beauty and elegant finish. We are very much pleased with the ease it runs in the water.

Yours truly,

D. GREENLEAF & CO.

New York, Oct. 28, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—My boat has given me entire satisfaction.

Yours truly,

JOHN HOWARD LATHAM.

Binghamton, N. Y., Oct. 26, 1885.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—The boat purchased of you for my sons has given them the best of satisfaction, and they are pleased with it in every particular. Should we need other boats, as we may, I am quite sure the order would be given to you.

Very truly yours,

GEO. A. KENT.

5 Union Square, New York, Nov. 15, 1885.

MR. J. H. RUSHTON:

My Dear Sir—In answer to your letter to Mr. Jordan, I would say that he is not personally a canoeist, and did not use the canoe sent to "canoeist." Personally I would say, that could I get away from business to take an inland cruise, you would get an order from me for a "Bucktail" or a "Nessmuk." The brass fittings I got of you at the meet have been in constant use since, and I cannot praise them too highly.

Very truly yours,

C. BOWYER VAUX.
"Dot."

36 Maiden Lane, New York, Oct. 26, 1885.

MR. J. H. RUSHTON:

Dear Sir—The 16x42 boat you made for me gave the fullest satisfaction as regards workmanship, beauty of design and safety. I really believe that no other boat could be made more satisfactory than yours.

I am truly yours,

J. KONVALINKA.

Alleghany, Pa., Oct. 25, 1885.

MR. J. H. RUSHTON:

Dear Sir—My son, T. R. Hostetter, is away at school. I can say for him, the boat gives perfect satisfaction, and you are at liberty to use his name to that effect.

Respectfully,

MRS. D. HOSTETTER.

Providence, R. I., Oct. 26, 1885.

MR. J. H. RUSHTON:

Dear Sir—It is now about four weeks since I received from you as per my order, one of your canoes, "Princess" model. I am more than pleased with her, both as to workmanship and sailing qualities. Those of my friends who have seen her call her the finest piece of work in the canoe line that they ever saw and I am very glad to have the opportunity to add my testimony to the many others which I know you have.

Yours truly,

ALBERT G. CARPENTER.

Hartford, Conn., Oct. 26, 1885.

MR. J. H. RUSHTON:

Dear Sir—It gives me pleasure to state that the canoe which you built for me has given entire satisfaction. I have used it on both salt water and fresh and the varied tests to which it has been put prove it to have been admirably constructed.

Yours very truly,

REV. FRANCIS GOODWIN, [Hartford Canoe Club.]

218 Lasalle St., Chicago, Oct. 26, 1885.

J. H. RUSHTON, Esq., Canton, N. Y.:

Dear Sir—Referring to your favor of the 24th, would say, that I had very little opportunity to use your boat. What little I *did* use it, however, gave great satisfaction and it was very much admired by all who saw it.

Yours truly,

J. L. STOCKTON.

Troy, N. Y., Nov. 12, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—The pleasure boat No. 106 ordered from you arrived in due time. It fully equals or surpasses my expectation. I can cheerfully recommend your boats as being a No. 1 in style, workmanship and finish, and cannot fail to please when seen and used.

Yours truly,

H. B. THOMAS.

Hartford, Conn., Nov. 9, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—In regard to canoes, I have seen no boats equal to yours for strength, durability, lightness and tightness—mine has not leaked a quart in a year.

Yours truly,

W. G. ABBOTT.

Philadelphia, Pa., Nov. 10, 1885.

MR. J. H. RUSHTON, Canton N. Y.:

Dear Sir—I am not well enough known to be of much service as a reference, but the following will show what your Mohican has done for me. Myself and friend have carried sail full on the Delaware when sixty-foot sloops have had to double reef. I have upset her in deep water and you cannot *make her stay bottomed*. Descending a stream one day with my mother as cargo, I struck heavily on a sunken rock and the bottom sprung under my feet a full inch, and afterward was as water tight as before, nor could I find anything out of the way except a little scraped off varnish.

Yours truly,

HERMON DOCK.

Campello, Mass., Nov. 5, 1885.

MR. J. H. RUSHTON, Canton, N. Y.:

Dear Sir—Have used the 13 foot open canoe I received from you almost constantly, cruising and gunning. To those desiring a light safe cruising canoe she cannot be too highly recommended.

Yours respectfully,

WILL P. WHITMAN.

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ERRATUM.—For “A. C. A.,” fourth line from bottom of page 30, read “W. C. A.”

