Rustcraft

ALL-WOOD
ROWBOATS
-CANOES-
FITTINGS

BUILT BY
J. H. RUSHTON, INC., CANTON, N.Y.

1873

CATALOG

OF HIGH GRADE

ROWBOATS

CANOES

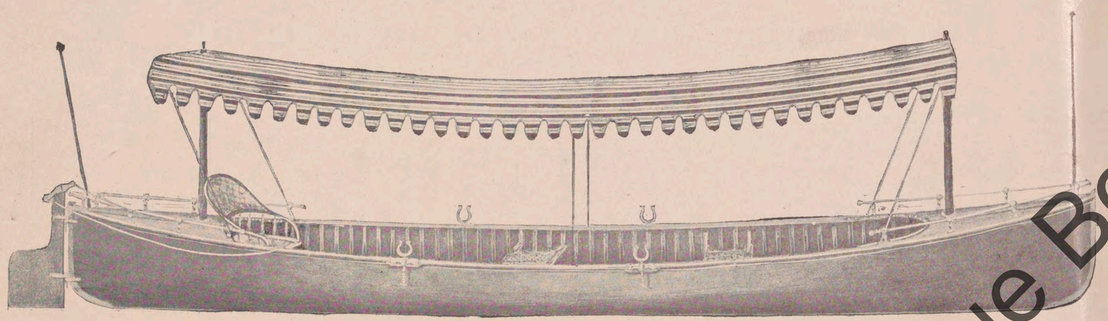
FITTINGS

1908

J. H. RUSHTON, Inc.
CANTON, NEW YORK, U. S. A.

For canvas covered canoes, see our catalog on the INDIAN GIRL canoe

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



To Our Friends and Patrons:

All goods with the name **RUSHTON** on them, are right. They are right because they bear the name **RUSHTON**—bear the name **RUSHTON** because they are right.

Thirty-five years of boat building have put us in position to judge of quality. We claim to have learned how to make the best boats and canoes, and we try to put this knowledge into our goods. We have faith in our goods—works behind them.

Serviceability at less cost has been the growing demand. Models have become standardized to a great extent. By building a large number practically alike, the cost is reduced to a minimum. We can sell, delivered to any point east of the Rocky Mountains, one of these boats or canoes at less cost than a man can build one for himself. The reason for this is that, with our large force and complete equipment, our facilities for buying to advantage, and ability to produce good work, our boats and canoes cannot be duplicated at any price.

A number of models have been dropped from the catalog this year. We have not destroyed our old moulds or patterns. Any boat of recent years, even though not illustrated here, can be reproduced for you. It will cost you no more than one shown.

Through these pages you will find listed boats and canoes for all purposes. If you are interested in canvas covered canoes, write for our special catalog on this line.

You will not find as many styles of sails listed as heretofore. Those we do show will probably answer every need. If not, write us.

You might be interested in knowing how this business started, and why. The article on the following pages first appeared in the *American Canoeist* in '82.

Yours very truly,

J. H. RUSHTON, Inc.

Canton, N. Y., Jan. 1, 1908.

EVOLUTION.

It has been well said that we are all savages in the beginning, and that a child's life shows all of the many phases of evolution. The earliest water-craft were canoes, propelled by poles. Probably before them came fallen trees, possibly bundles of driftwood. However, we may be certain that row boats and sail boats were of much later date, and that the former were of later date than the latter.

The demand for boats and canoes in each country is a reproduction of the early types. Depending upon the skill of the builders, good or bad types are produced. It is only when "education" or fear overcomes the natural instinct, that there is a demand for large and heavy boats. Canoes are the natural water-craft.

The RUSHTON business is as much a matter of evolution, as is also the demand for small boats and canoes. The following article appeared in the *American Canoeist* of February, 1882. It gives you the whole story:

"Many years ago, I paddled my own canoe. It was a dug-out, water-soaked and heavy. I was a boy—a small boy. Didn't we have a time of it. Round and round that canoe would go, but never straight ahead. In order to get ashore we had to steer for the middle of the pond.

"Just how or when I mastered the art of using the single blade paddle I cannot tell; but certainly before I had arrived at manhood I would vacate the stern seat for no one. Many a time, both by day and night, I have occupied it when the least ripple or noise of boat or paddle would send the wary deer flying through the forest with a shrill whistle that said very plainly, 'Good-bye, old man! Salt pork for breakfast at your camp tomorrow! Ha! Ha!'

"Well, dug-outs are heavy. They can't be carried from stream to stream—from lake to pond; and often, just when and where you wanted one, there it was not. Sometimes Pard and I (mostly Pard) would cut down a pine tree and make one. Sometimes we would cut a spruce, and, peeling off a bark long enough for the purpose, would form that into a canoe, with the aid of balsam pieces for keelson, stems and gunwales, and birch limbs for ribs. Rather a ticklish craft to venture out in when the night was so dark that you could not see a hand before you, and the skipper could not swim. The joints of such a boat are apt to be rather loose, even after a liberal application of spruce gum, melted in the frying pan.

"Necessity is said to be the mother of invention. After a time I said to myself: 'Why not build a reed boat, so light that I can carry it from place to place?' Well, why not? I tried it. It was light; but part your hair in the middle, and, you fellow in the bow, mind that you shoot straight ahead, else over you go.

"Well, try again! I did. Result, a better model, but

far from satisfactory. Again, and again I have a pretty fair boat, weighing thirty-nine pounds, that will carry four men, and is steady.

"Some one wants to buy it—must have it. Well, take it, then. Thirty dollars pays for it. And I build another for myself? Oh, no! Another man wants that; and another; and yet one more.

"Then the skipper scratched his head. And this was the idea he dug out:

"Why not build boats? You have got to earn your bread and butter some way. So at it I went.

"But pretty soon a man says: 'I want a decked canoe, one to sail as well as paddle; and when you do paddle, you must use the double blade.'

"'All right, sir. Tell us what you want.'

"'We want two canoes, just alike—thirteen feet long, twenty-eight inches wide on deck, and thirty at bottom of top streak. You make the hull, and we will deck them with canvas.'

"That was in '76, before the day of 'shadows.' These canoes cruised from Louisville, Ky., via Hornellsville and Port Jervis, N. Y., safely running the rapids at the latter place, and bearing their skippers, Messrs. A. H. Siegfried and J. M. Barnes, to the Centennial Exhibition at Philadelphia. Subsequently we built a modification of the English Rob Roy, upon suggestions—not plans—of Mr. Siegfried.

"Our latest model is the 'Stella Maris' (Star of the Sea), a beautiful canoe, with the beam and water lines of the 'A. T.' and nearly the sheer of the 'shadow.'

"We might add that the weight of our lightest canoe kicks the beam at just sixteen pounds, and will float two hundred and fifty pounds—quite a contrast to the old dug-out of boyhood's days.

"RUSHTON."

Since the above was written—twenty-six years ago—there have been many changes in boat and canoe building. New firms have been added, new men have learned the business, old ones have dropped out. The name RUSHTON to-day, as twenty-six years ago, stands for the very best in canoe building.

The writer of the above was, first of all, a woodsman and a hunter. He was a friend of "Nessmuk" and one of his ardent admirers. Two lovers of woodcraft, alike in many ways, the one enjoyed the woods and streams, the other enabled friends and acquaintances to do so.

Since the above was written, many lighter canoes have been built. In the winter of 1906 we built a canoe only 9′ x 24″ weight 10 lbs. 12 oz. This was no toy, but would easily float one man.

TERMS AND SHIPMENT.

PRICES in this catalog are net for all retail trade. There is no discount except to dealers. The prices are made on basis of cash with order. Where these terms are not followed, we will make charge of from $1.50 to $2.50 for packing. We cannot open accounts with strangers except they send satisfactory bank reference or have satisfactory rating in Bradstreet's.

BILL OF LADING AND C. O. D.—Goods will be shipped by freight on bill of lading or by express C. O. D. only on payment of sufficient to cover transportation both ways. The usual charge for packing, as noted above, will be made on all such shipments.

SHIPMENT.—In making freight shipment, any package, however small, is billed at 100 lbs. Small packages are liable to go astray, and we recommend their shipment by express. Small fittings can often be sent cheaper by mail than by express. We will make such mail shipments only when customer includes postage to cover same.

PACKING FOR SHIPMENT.—Both row boats and canoes will be packed in hay or excelsior, paper and burlap. Boats and canoes will not be crated, except on special order. Our customers can save from 25% upwards on freight charges by having goods packed as noted. It is so difficult to obtain suitable lumber at reasonable price that we have decided to take this action. Crates can be furnished at proper prices.

SHIPPING WEIGHT.—It is impossible to give the exact gross weight of boats and canoes. The small canoes 10½ feet long weigh about 50 lbs.; other canoes up to 18 feet weigh about 100 lbs. to 110 lbs. without fittings. Row boats weigh about 125 lbs. and upwards. These weights are, of course, the gross weights, packed in burlap and excelsior. Net weight is given with description of each model.

The Transportation Companies give clean receipts for all shipments and are responsible for safe delivery.

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

CONSTRUCTION.

THE RUSHTON SYSTEM of building boats and canoes (all wood) is by no means new, in the sense of a Twentieth Century invention, but is the only modern way of building boats. All others have been in use since the time the Greeks first rowed galleys—possibly longer.

THE OTHER WAY of building boats is to make the timbers furnish *all* of the strength of the finished boat, and the planking simply keeps the water out, as does the canvas on a canvas covered canoe. All of the timbers are sawed or bent to pattern. They are fastened to the keel, and the planking fastened to them.

Various means are employed to keep the boat from leaking. As the planks are simply "butted" together, that is, have square edges, these joints must be filled, or else water will run through them. Sometimes the joints are caulked. This requires planking over one-half inch thick, and very hard, else the oakum (material used for filling joints) will not stay in place. Every time the boat leaks, it must be caulked again.

Sometimes the joint is backed with wood or metal, making it clumsy. It requires constant attention. The timbers of these boats must be immensely strong, as they alone hold the plank together.

THE RUSHTON WAY cuts each board to pattern, and puts them all together on the keel, before a timber is put into place. The shell will hold together without any timbers. If one should rot or break, the boat will not leak. The timbers are much lighter in this form of construction, as the planking serves to stiffen itself, as well as to keep out the water.

A water-tight joint is provided by putting the boards together, lapping over one another with a lap dressed to bevel, and perfect fit. The smooth-skin boat has each board thinned to a feather edge, while in the lap-streak boat the boards are left about one-eighth inch or less thick. Each lap is filled with heavy varnish to prevent leaks.

CONSTRUCTION.

THE MODEL to be chosen depends largely upon the use to which the boat is to be put. On the following pages you will find description of boats suitable for fast rowing, pleasure boats for large parties, ladies' light row-boats, boats for children, and the well known yacht tender, or dinghy.

SAIL BOATS can be made from any of these models, by making slight changes in the decking, adding the necessary sails, centerboard, and fittings.

LAP-STREAK CONSTRUCTION has been used by us in the building of boats for the past thirty-five years. We have found it to be the only construction which utilizes the strength of the planking towards the total strength of the boat. By all other methods of boat building, the planking is simply a covering to keep out the water. Shells built by the RUSHTON process have strength without the ribs (frames). This construction is used in Grade B and C boats and canoes. These are the only grades of row boats which we carry in stock.

LAP-STREAK CONSTRUCTION has its advocates who claim that this method gives additional life to the boat, the thicker laps giving the boat the same protection as a bilge keel. Joints are lapped the same as above, ribs nailed only at joints. Instead of working the boards down to a feather edge, they are left heavier. Examination of illustration on page 18 shows this very clearly.

SMOOTH-SKIN CONSTRUCTION is a modification of the above. It has all the advantages of the former, and added advantage of the boat's being perfectly smooth on the outside. This construction is used in our Grade AA and A boats and canoes.

SMOOTH-SKIN CONSTRUCTION is considered by many to be superior to the more common rough-lap or "clap-board". On boats and canoes built smooth-skin, the joints are lapped from ½ to ¾ inch, and double clinch fastened throughout on ¼ inch siding. The bilge streaks are from thicker material than the other streaks, hollowed on the inside and rounded on the outside by hand. The ribs are clinch fastened at joints and at center of each board, to prevent warping. Ribs are spaced two to four inches, according to thickness of planking.

MICHIGAN WHITE CEDAR is the lightest known wood. Unlike the red cedar of the Western Coast, it is very tough and not liable to split. New England and Virginia white cedar weigh about one-half more than the Michigan species.

MAHOGANY, BLACK CHERRY, BLACK ASH, RED OAK, are the hard woods used in the construction of RUSHTON boats, for "trimmings" (gunwales, inwales, seats, &c.).

CONSTRUCTION.

INWALE CONSTRUCTION is the strongest possible. Ribs extend into the inwales, pockets being cut to take the ends, and are nailed to the gunwales. The boat is made solid from keel to gunwale, but, as the pockets do not extend through the inwale, there is a perfectly smooth rail.

On special order the inwale may be nailed on over the ribs, giving the "open inwale" construction. This is convenient when boats are likely to get very dirty, as cleaning is much easier.

On most boats that are built lap-streak, inside top streak is fitted under ribs and inwale. Ribs are nailed through this into gunwale, making a heavier and stronger rail.

PLAIN WOOD DECKS are entirely too plain. They are liable to check, warp or split, when over 15 inches long.

The usual decking for rowboats is as follows: Timbers are fitted under decks, and strips of cedar, cherry or other suitable wood (see description of grades) about ⅜ inch wide by ½ inch deep, are nailed to these timbers. The strips follow the gunwale, are beaded, and the center joint is covered with a batten. These decks are about as light as the one-piece decks, but stronger, better and more durable. The short decks are supplied on rowboats only on special order, and on some canoes (known and listed as Style A).

Style B decks are made as above. They vary in length, being proportionate to size of boat or canoe.

Style C Canoe decks are 24 inches long at each end, 2 inches wide at sides of canoe, provided with coaming (or wash board) 1 inch high. This style decking is called "Combination Row and Sail," when applied to rowboats.

Length of this decking is proportional to size of boat, but is ample to make any boat listed a light sail boat.

Style D Canoe decks close the canoe entirely, with the exception of oval cockpit one-half the length of canoe, 18 inches to 20 inches wide. A low coaming gives added protection in heavy seas.

PLEASURE BOATS—GRADES.

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

GRADE AA.

This grade is built only to order.

MATERIAL—Selected oak keelson; stem and sternpost, bent cherry; planking and decks, selected Spanish cedar or mahogany; ribs, red elm; gunwales, inwales and coaming, cherry; stern seat of cherry or other fine wood; other seats caned unless otherwise stated in description of individual boat; floor gratings, oak, cherry, or both combined. All fastenings of copper or brass. Best grade linseed oil and spar varnish for finish. Nickel plated fittings.

CONSTRUCTION—Hull, smooth skin. Grating, made of narrow strips laid lengthwise of the boat and fastened to cross pieces skin-fitted to planking. Seat frames, made with double doweled joints.

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

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

GRADE A.

MATERIAL—Selected oak keelson; stem and sternpost, bent oak; planking, selected Northern white cedar, except sheer streak, that of Spanish cedar or mahogany; ribs, red elm; gunwales, inwales and coamings, cherry; decks and battens, mahogany or Spanish cedar; stern seat of cherry or other fine wood; other seats caned unless otherwise stated in description of individual boat; inside floor of basswood or other suitable material. All fastenings of copper or brass. Nickel plated fittings.

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

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

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

PLEASURE BOATS—GRADES.

GRADE B.

MATERIAL—The same as grade A, except that the gunwales, inwales and coamings are of ash or oak, decks of cherry; the various kinds of wood are of a trifle lower grade; fittings, polished brass.

CONSTRUCTION—Lap streak, clinch fastened, otherwise like Grade A.

FINISH—The same as Grade A.

GRADE C.

MATERIAL—Keelson and stems, oak; planking, sound Northern white cedar; ribs, red elm; gunwales, ash; inwales, seats, decks, battens, coamings and floor, of any suitable wood. All fastenings of copper or brass. Brass stem bands reaching to above water line. Polished brass fittings.

CONSTRUCTION—Lap streak, clinch fastened; seats, plain wood.

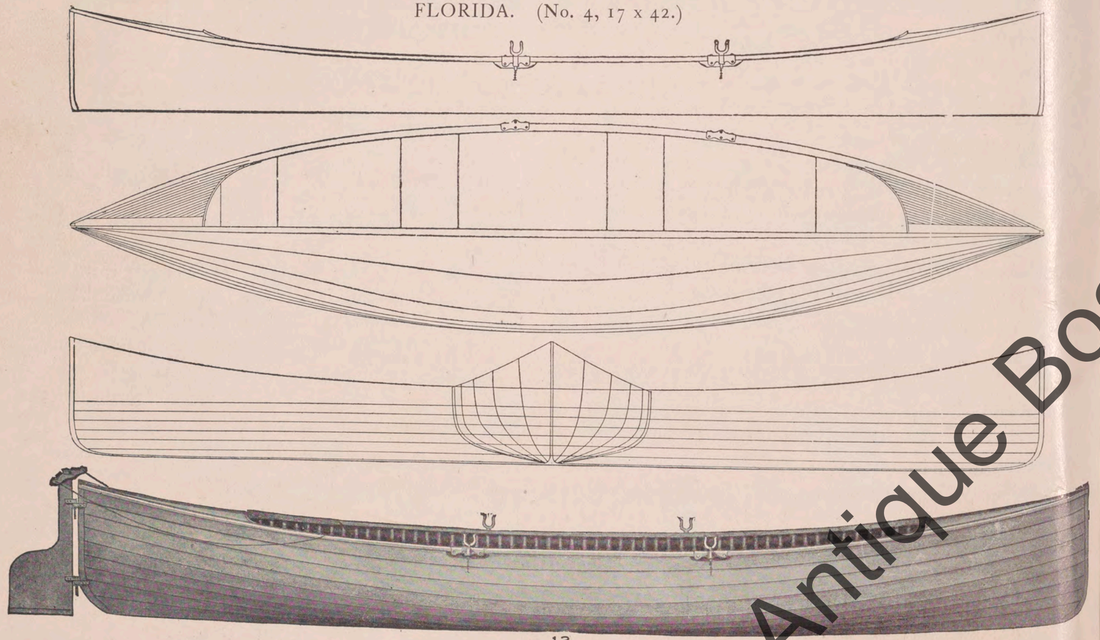
FINISH—One coat linseed oil and two coats of best spar varnish (on a hurry order, two coats of best white shellac are used in place of the first coat of varnish).

This is thoroughly well made, well finished, up-to-date, every day, all around boat, one that we guarantee in every respect. It is well suited to livery use, and to any other purpose where only a moderate outlay is desired.

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

PLEASURE ROW BOATS—Description and Prices.

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



PLEASURE ROW BOATS—Description and Prices.

FLORIDA.

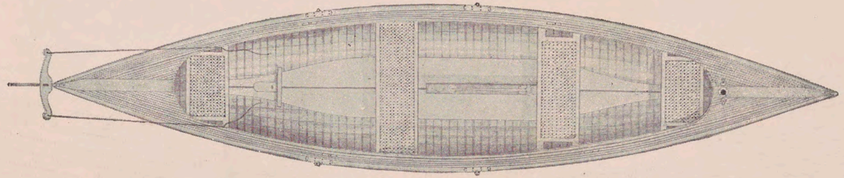
This boat is built in three lengths, 15 ft., 16 ft. and 17 ft. The beam of all is 42 in.; depth at ends 25½ in.; depth amidship 15¾ in. The 17 ft. boat has planking 5-16 in. thick, the other two ¼ in. thick. The 17 ft. boat has four seats and is fitted to be rowed from the center two seats. The 15 ft. and 16 ft. boats have three seats, the bow and center seats being used for rowing.

The FLORIDA ROW BOAT is our most popular model. It has all of the good qualities of the St. Lawrence River skiff, but is by no means as heavy, although stronger. Plumb stems and flatter floor give longer waterline, more floating capacity, and greater safety, while the easy lines give a perfect running boat.

This boat can be depended upon anywhere, and for all usage. It is a nice fishing boat, one in which the fisherman can be comfortable, and the rower also. Fish boxes, lined or unlined, can be fitted under any of the seats.

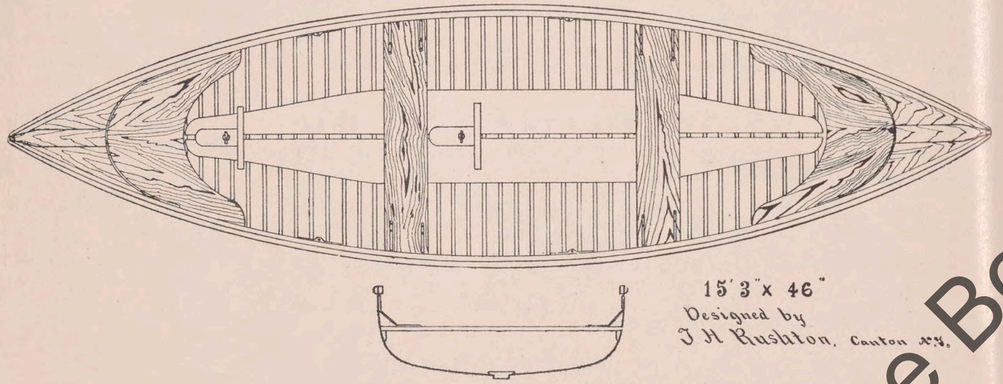
When used as a sail boat, decks are as shown below. These decks along the sides prove of great assistance in enabling the sailor to be out in heavy weather.

Motor can be fitted to this boat, and with good results.

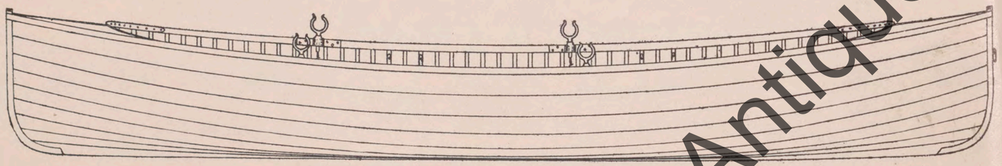


PLEASURE ROW BOATS—Description and Prices.

LIVERY--DOUBLE ENDER.



15′3″x 46″
Designed by
J H Rushton, Canton N.Y.



PLEASURE ROW BOATS—Description and Prices.

LIVERY.

The Livery boat is our heavy row boat. It is built in one length only, 15 ft. 3 in., and in two styles, double end (as illustrated) and square stern. The boat weighs from 125 lbs. to 140 lbs. It is built throughout in the usual Grade C style of construction. The planking is 5-16 inches thick, and the ribs spaced about 3 inches. The beam of this boat is 46 inches; depth at ends 25 inches, amidship 18 inches.

This boat is an ideal livery boat. It has ample carrying capacity, is perfectly safe, and is strong enough to withstand all ordinary and most extraordinary usage.

This is an excellent boat for small children. You may set them adrift in it and know that they cannot tip it over. It is good for them to be on the water, and good for the mother's peace of mind, for them to be out in such a boat as this.

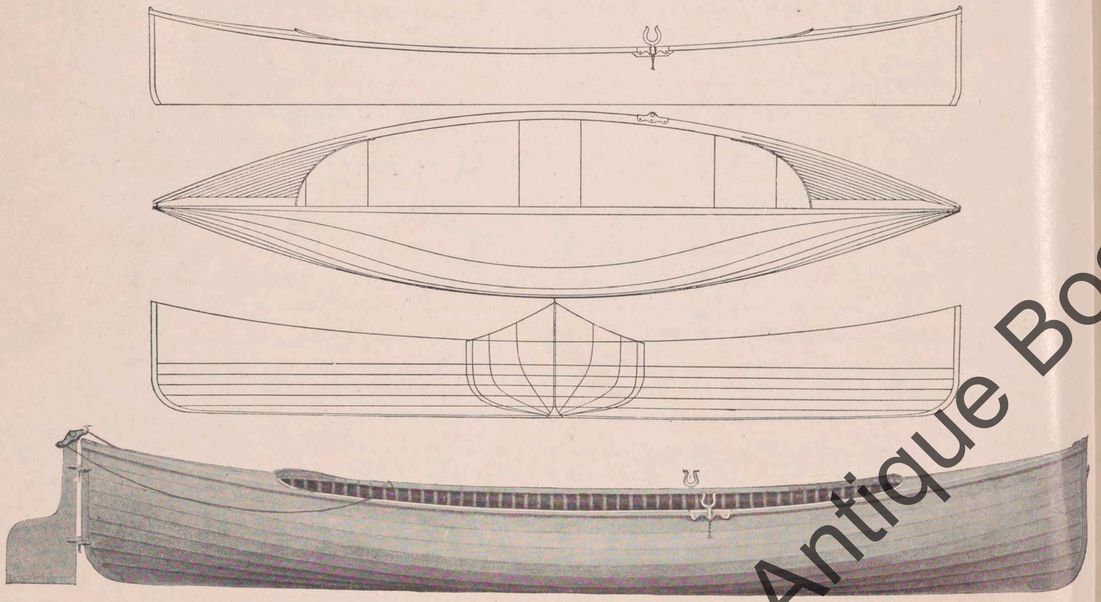
With very little additional expense, this boat can be fitted with a small motor. Its high bow makes it dry and seaworthy. Its high sides and flat floor give it stability and carrying capacity. If interested, write us, advising about what you want, and we will be glad to quote price.

Although only a limited quantity of fittings is supplied with this boat at catalog price, another set of oars, rudder, etc., may be added at prices given in back of catalog.

Fish boxes can be supplied with this boat, or sailing outfit. With these additions, the boat is ready to be used anywhere.

PLEASURE ROW BOATS—Description and Prices.

IOWA. (No. 8.)



PLEASURE ROW BOATS—Description and Prices.

IOWA.

The IOWA row boat is built for a small, light, fast rowing skiff. It is built in three lengths, 13 ft, 14 ft. and 15 ft. The uniform beam is 36 inches, depth at ends 23 inches, and depth amidships 14 inches, planking ¼ inch thick. These boats are fitted with three seats, and oars are fitted to row from bow seat.

This craft is well suited to the use of ladies and children who have obtained some proficiency on the water. It is reasonably safe—no one expects a 36 inch beam boat to be as steady as one of 42 or 46 inch beam. Its flat floor gives carrying capacity for as many as can find seating room.

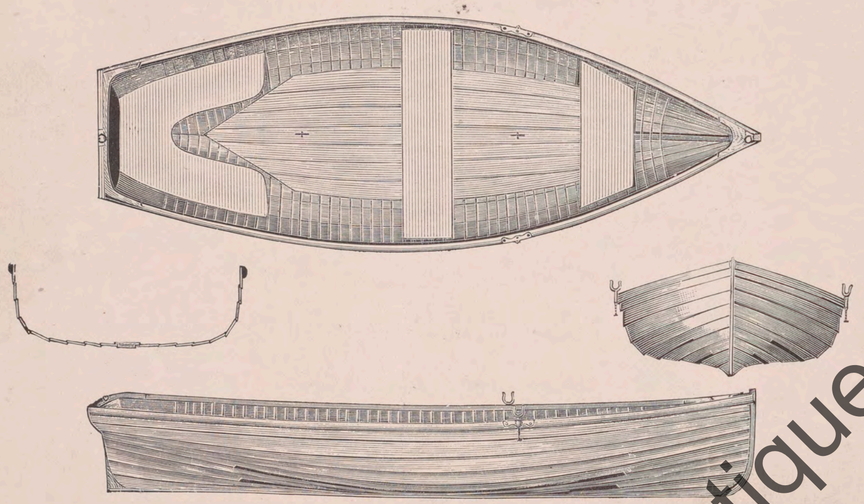
For those who wish a fast row boat for exercise, we can recommend the 15 foot boat of this model with two sets of oars.

As a fast fishing boat, this model can not be surpassed. It is large enough for three with all supplies for a day's fishing, and light and fast enough so that long trips may be taken without exhausting the oarsman.

This boat is also decked along the sides for sailing, as shown on page 13. It is regularly fitted with small sails, and in this way it comes up to the RUSHTON standard of safety.

This boat is rather small to be fitted with motor and we do not recommend it.

SQUARE STERN FISHING BOAT OR DINGHY.



PLEASURE ROW BOATS—Description and Prices.

DINGHY.

Our DINGHIES are standard size, model and equipment.

DINGHIES are built in five sizes, in length 9, 10½, 12, 13½ and 15 feet. Beam of these boats is one-third their length. Of these we list only the first three, although we are prepared to build the others. Planking for these boats is one-fourth inch thick. According to size, the depth at bow is from 21 to 23 inches, with depth amidships and at stern proportionate.

These boats are usually fitted with three seats, provision being made to row from either bow or center seat. They may be fitted with davit rings, as they are strong enough to stand being hauled out of the water in this manner.

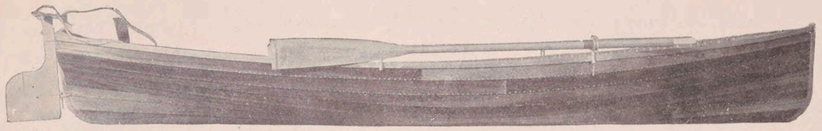
These boats, with their flat floors, are exceptionally safe and will carry large loads. Capacity of the 10½ foot size is six persons—more than can be comfortable.

These boats are decked along the sides and at bow and stern, in the manner shown on page 13, and then make excellent sail boats. The two larger sizes (listed) are well adapted for this, and are fitted with the usual Gaff Rig, of from 50 to 75 feet area.

The 12 foot length of this model, fitted with about a 1½ h. p. or 2 h. p. marine motor, makes an excellent motor dinghy. While not exceptionally speedy, its great carrying capacity, perfect safety, and the ease with which it may be stored, make it a great favorite.

This model combines the properties of a good dinghy or yacht tender, with a safe fishing boat. It is just the craft to tow behind a launch or large sail boat, as it can be used for any purpose.

DINGHY—No. 203.



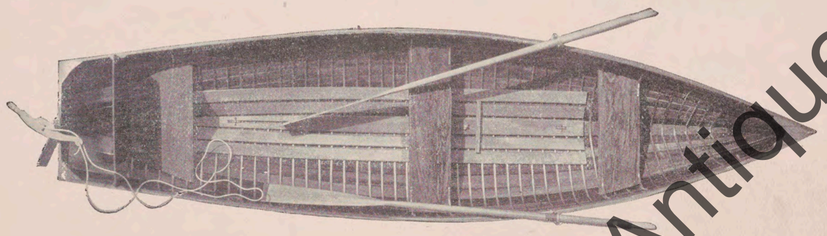
This boat is a modification of our regular 10½ foot dinghy. It is 14 feet long, 3½ feet wide, about 23 inches deep at bow and 14 inches deep amidships. It is built throughout of ¼ inch planking, and with ribs spaced about 2½ inches center to center. To make this boat easier to clean we have omitted the inwale, putting in its place an inside top streak of white cedar.

It is regularly fitted with three seats, provision being made, as in the regular dinghy, to row from either bow or center seat. Back-board for stern seat adds to the comfort of the user.

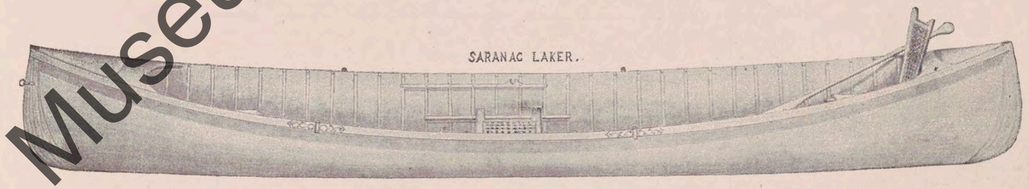
This is an excellent fishing boat, preferred to other models by many on account of being built square stern. It has great carrying capacity, about the same as a 15 foot FLORIDA.

This boat is not used for sailing, but there is no reason why it could not be adapted for it in the usual manner.

Motor of about 2 HP might be fitted to this boat, with which it would be an excellent yacht tender to a boat that could carry a 14 foot dinghy.



SARANAC LAKER OR GUIDE BOAT.



This boat is 16 feet long, 37 inches wide, about 24 inches deep at ends, and 13 inches deep amidships. It is smooth skin with our regular smooth lap joint, although the boat is built up on sawed knees of natural crook spruce. These knees which are ¾ x ⅜ inches are spaced about 4 inches apart. The boat is finished in cherry in the finest possible manner. Inwales are omitted to decrease weight and to make cleaning easier.

This is a very light craft, weighing only about 60 pounds stripped. It has fine lines, and, being so light, is exceptionally speedy. It will carry quite heavy loads. The regular 16 foot length is considered large enough for one guide, a hunter, and complete outfit for both.

Although this model cannot be highly recommended as a boat for ladies and children, it is not unusual to see them out in it.

This model cannot be equipped for sailing.

PRICE LIST

Model	Grade	Beam	Depth At Ends	Depth Amidships	Fittings	Length	Price
LIVERY, — Double ender		46 in.	27 in.	18 in.	Short stembands, one pair straight-blade oars, L. T. V., one pair rowlocks, No. 1 oarlocks with No. 4 sockets, one foot brace, eight seat braces	15¼ ft.	$ 70 00
LIVERY, — Square stern		46 in.	27 in.	18 in.	Same as Livery, double ender	15¼ ft.	76 00
SARANAC —		37 in.	23 in.	14 in.	Long stembands, two pairs No. 4 sockets, one pair No. 4 oarlocks, one pair 8 ft. square loom, hand-made maple oars, one single-blade paddle, one cane back for stern seat, one cane back with straps and hinges for center seat, one carrying yoke	16 ft.	105 00
FLORIDA	B	42 in.	25¼ in.	15¾ in.	Long stembands, two pairs No. 1 rowlocks, two pairs spoon-blade oars, L. T. V., two foot braces, one rudder with No. 58 braces, one No. 2 chair seat, eight seat braces	17 ft. 16 ft. 15 ft.	105 00 100 00 95 00
FLORIDA	C	42 in.	25¼ in.	15¾ in.	Short stembands, two pairs No. 1 rowlocks, two pairs straight-blade oars, L.T.V., two foot braces, one rudder with No. 58 braces, eight seat braces	17 ft. 16 ft. 15 ft.	90 00 85 00 80 00
IOWA	B	36 in.	23 in.	14 in.	Long stembands, one pair No. 1 rowlocks, one pair spoon-blade oars, L.T.V., one foot brace, one rudder with No. 58 braces, one No. 2 chair seat, six seat braces	15 ft. 14 ft. 13 ft.	84 00 79 00 74 00
IOWA	C	36 in.	23 in.	14 in.	Short stembands, one pair No. 1 rowlocks, one pair straight-blade oars, L.T.V., one foot brace, one rudder with No. 58 braces, six seat braces	15 ft. 14 ft. 13 ft.	73 00 68 00 63 00

Metal fittings as named above are of polished brass.
Write for price of above models with other outfits.
Prices of other models on application.

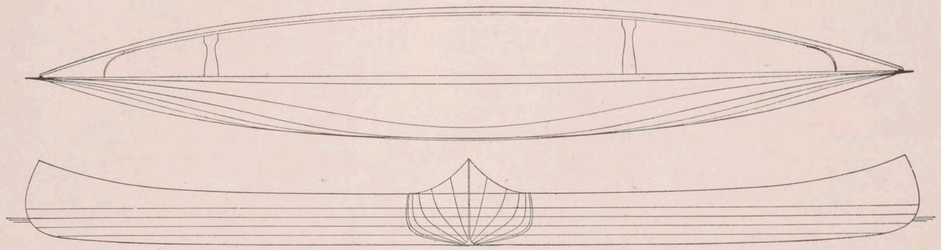
PRICE LIST—(Continued.)

Model	Grade	Beam	Depth At Ends	Depth Amidships	Fittings	Length	Price
DINGHY	B	36 in.	----	----	Long stembands, two pairs No. 5 sockets with one pair oarlocks, one pair spoon-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	9 ft.	65 00
		42 in.	----	----	Long stembands, two pairs No. 5 sockets with one pair oarlocks, one pair spoon-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	10½ ft.	70 00
		48 in.	----	----	Long stembands, two pairs No. 5 sockets with one pair oarlocks, one pair spoon-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	12 ft.	80 00
DINGHY	C	36 in.	----	----	Short stembands, two pairs No. 5 sockets with one pair oarlocks, one pair straight-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	9 ft.	53 00
		42 in.	----	----	Short stembands, two pairs No. 5 sockets with one pair oarlocks, one pair straight-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	10½ ft.	60 00
		48 in.	----	----	Short stembands, two pairs No. 5 sockets with one pair oarlocks, one pair straight-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	12 ft.	70 00
DINGHY	C	42 in.	----	----	Long stembands, one pair No. 4 sockets with No. 1 oarlocks, one pair straight-blade oars, L.T.V., one foot brace, one rudder with No. 58 special braces, six seat braces	14 ft.	70 00

Metal fittings as named above are of polished brass.
Write for price of above models with other outfits.
Prices of other models on application.

CANADIAN MODEL LIGHT PADDLING CANOES.

ARKANSAW TRAVELER.



These canoes are uniformly 18 inches deep at bow and stern, and 10 inches deep amidships. The plankling is ¼ in. thick and ribs are spaced about 2½ in., center to center. Gunwales are of the usual width, and the material and workmanship throughout are of the best.

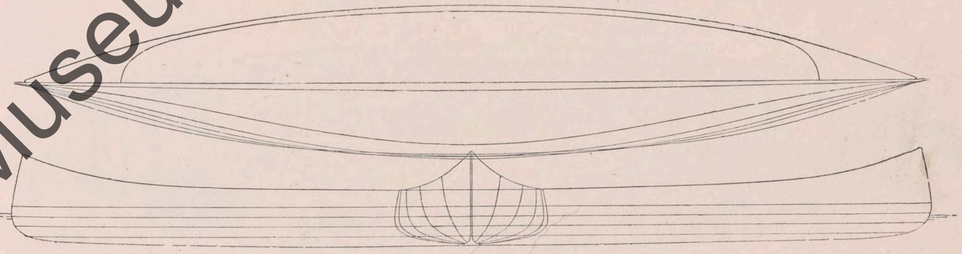
This canoe is a modification of the well-known Canadian canoe. It combines to a marked degree, fine lines, ease under paddle, safety and stiffness. It is somewhat lighter than the Ugo canoe. It rivals the birch bark in weight and speed, and is more staunch, seaworthy and durable.

This is a canoe that requires some care in handling except from expert canoeists. It is not built like a racing shell, but at the same time is fast enough to be in the class with them.

This canoe is ordinarily furnished with two thwarts instead of seats, as is shown. Average weights with Style A decks Grade A are from 51 lbs. to 65 lbs., according to size.

Two single blade paddles constitute outfit.

CANADIAN MODEL CANOES—UGO.



These canoes are uniformly 18 inches deep at bow and stern and 11 inches deep amidships. The planking is ¼ inch thick and ribs are spaced about 2½ inches center to center. Gunwales are the usual width, and the material and workmanship throughout are of the best.

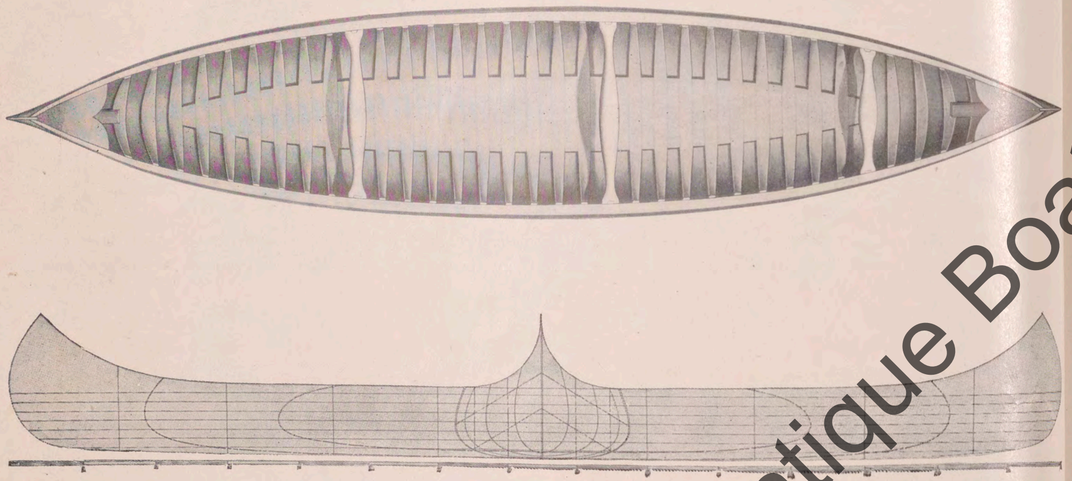
This canoe is ordinarily furnished with Style B decks. The 14 and 15 foot lengths with two seats, and the 16 and 17 foot lengths have three seats.

This model has flatter floor than the Arkansaw Traveler and less dead-rise. It is so well designed, however, that it makes an excellent paddler where extreme speed is not essential. It is as safe as any canoe of its size possibly can be.

This canoe is excellent for sailing, either open or partly decked. With Style C decks it conforms to the American Canoe Association Regulations of an open canoe, and is very fast. With Style D decks it makes a fine cruiser. For modifications of this model see also pages 36 and 37.

Two single blade paddles constitute outfit.

INDIAN ALL CEDAR.



INDIAN ALL CEDAR.

The All-Cedar Canoes are built over solid mould with ribs put in place before the planking. Two models are furnished. The 15 ft. INDIAN, and the 16 ft. INDIAN GIRL. The INDIAN canoe is shown on the opposite page. The INDIAN GIRL is practically the same, except with trifle finer lines.

The ribs of these canoes are of white cedar 5-16 in. thick, about 2 in. wide at keel and 1¼ in. wide at gunwale, spaced 4 in., center to center. The bottom of this boat is protected by inside floor, practically as shown. These boats are fitted with white cedar decks and three white cedar thwarts. Seats may be supplied as per price-list on page 61. We make no charge for installing seats.

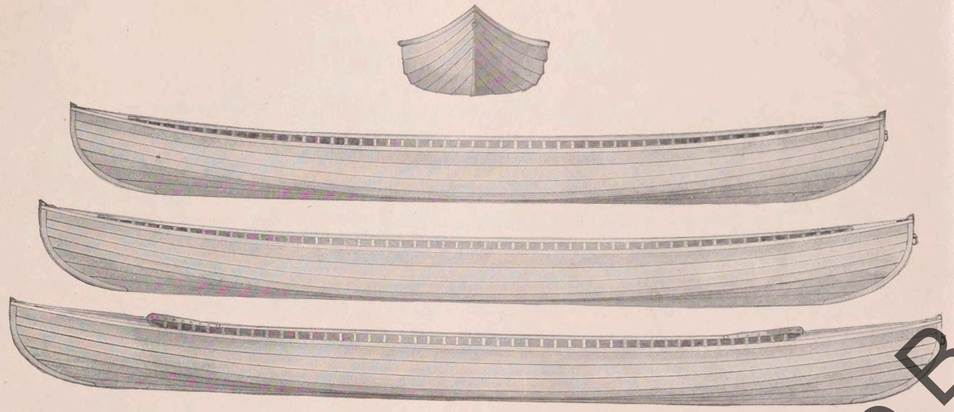
The INDIAN All-Cedar is 15 ft. long, 32 in. wide, 24 in. deep at ends and 12 in. deep at center. The weight is about 47 lbs.

The INDIAN GIRL model is 16 ft. long, 32 in. wide, 21 in. deep at ends, 12 in. deep at center and weighs about 47 lbs.

These canoes make fine, light, open paddlers. They appeal especially to the eye, having very marked beauty. They are entirely safe, notwithstanding their light weight, as the model shows a flat floor. They are very popular with those who do not object to the price, but who are looking for an exceptionally fine, light canoe.

Two single blade paddles constitute outfit.

PADDLING CANOE—HURON.

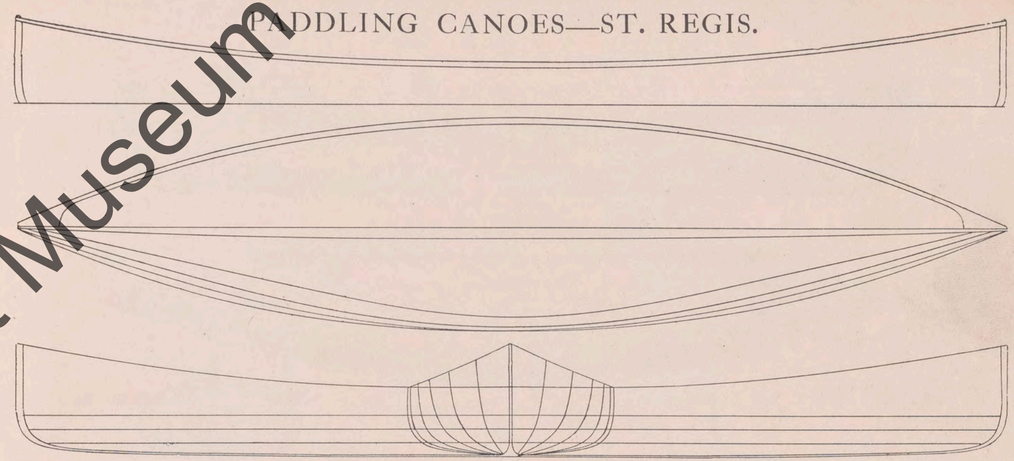


These canoes are uniformly 18 in. deep at bow and stern, and 10 in. deep amidships. The planking is ¼ in. thick and ribs are spaced about 2½ in., center to center. The usual construction is Grade C. Plain wood seats are furnished, two in number in all sizes.

For some localities and for cruising in rough water, this model with its long raking stems has been found very serviceable. Some convert it into a light skiff by adding oars. It has been used to advantage with Style C decks in the rough waters that are found in Maryland.

Two single blade paddles constitute outfit.

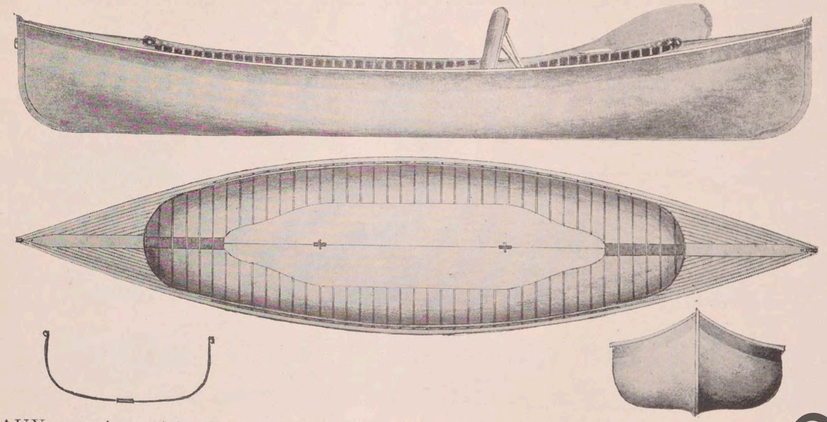
PADDLING CANOES—ST. REGIS.



This canoe is 12 feet long, 30 inches wide, 18 inches deep at bow and stern, and 11 inches deep amidships. It is built of ¼ inch cedar planking throughout, with ribs spaced 2½ inches, center to center. Construction is the usual Grade C, with Style A decks. Its weight is about 45 pounds and carrying capacity one or two persons.

This is our medium sized canoe, chosen by those who wish a canoe of reasonable carrying capacity, but who feel that a 15 foot canoe is longer than they can use. To make these canoes more safe we do not equip them with a regular seat fastened on cleats, but with a folding seat so the paddler can sit on the bottom. A single blade paddle is out of the question under the circumstances, so the double blade with the drip cups is furnished.

PADDLING CANOES—VAUX AND VAUX, JR.



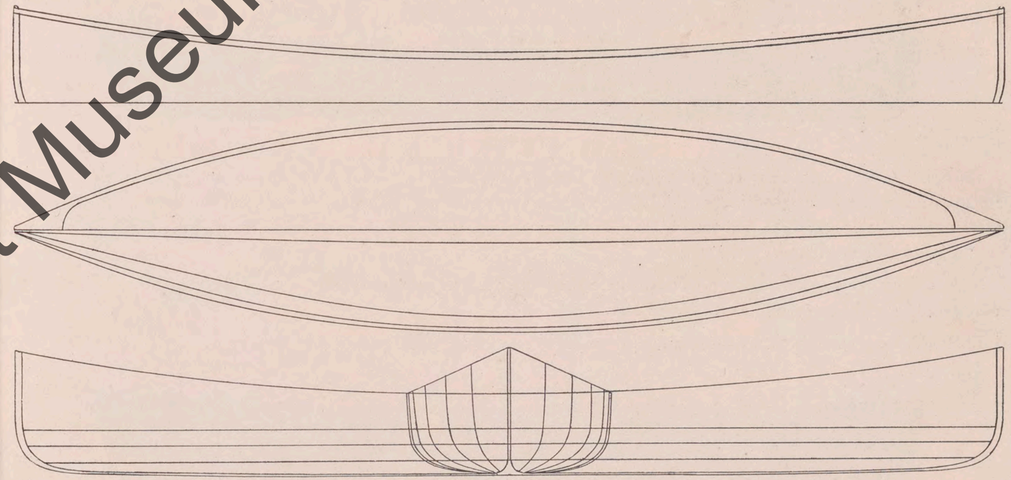
The VAUX canoe is 10½ feet long, 26 inches wide, with depth at ends of 16 inches and at center 10½ inches. It is built throughout of ¼ inch planking, the usual Grade A construction, and with ribs spaced 2½ inches center to center. The average weight with Style B decks is about 35 pounds. For lines of this canoe refer to Bucktail model on following page.

The VAUX, JR. canoe is built over the same moulds as the Vaux, but is one foot longer. The additional length increases the weight about four to five pounds and increases the carrying capacity somewhat.

These canoes are listed in Grade A only, although they can be built in Grade AA. They are usually carried in stock in Style B decks.

These are canoes for one-man paddling, but will carry two in quiet water. The flat floor makes them as safe as any craft and an addition to any one's boathouse. It is sometimes used as tender for a small launch. With Style D decking it makes an excellent single cruiser.

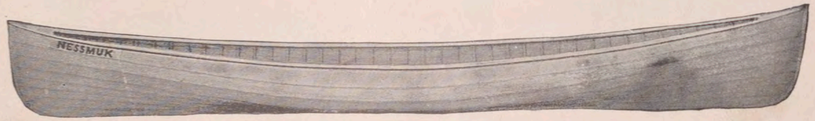
PADDLING CANOES—BUCKTAIL.



Lines of this canoe are identical with the Vaux shown on opposite page. The uses of this are practically the same as the other. It differs as does any Grade B or C boat or canoe from a corresponding one in Grade A. It has excellent wearing qualities and can be highly recommended for a small canoe at moderate outlay.

FEATHER-WEIGHT CANOES.

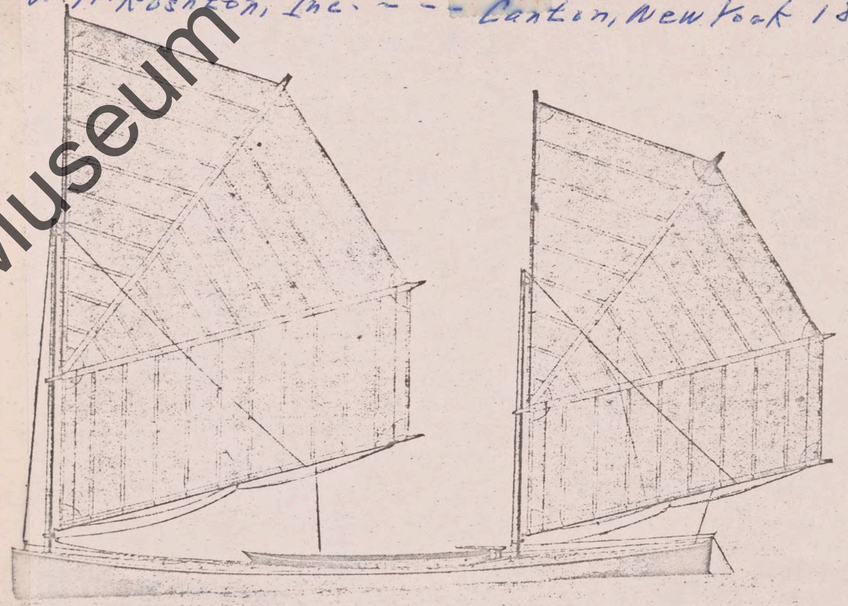
NESSMUK.



This feather-weight canoe is 10½ feet long, 26 inches wide, about 14 inches deep at ends and 9 inches deep amidships. The planking is white cedar 3-16 inches thick. Ribs are spaced 3 inches, center to center. This canoe has no inwale but a stiff spruce gunwale. Weight is about 22 lbs. It is very popular among those who want the lightest canoe that will carry them and stand ordinary usage.

It is used for cruising through the woods, where the hunter has to carry his boat, his tent, and food for a week or more. Careful handling makes it as safe as the larger craft.

The equipment with this canoe is one folding seat and one double blade paddle with drip cups.



VESPER

SAIL PLAN

Bailey improved sails, double halliards.

Rushton
Rushton All Wood Rowboats - Canoes - Fittings
J. H. Rushton, Inc. - - Canton, New York - 1873 - 1908.

-Catalog-

CRUISING SAILING CANOES

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

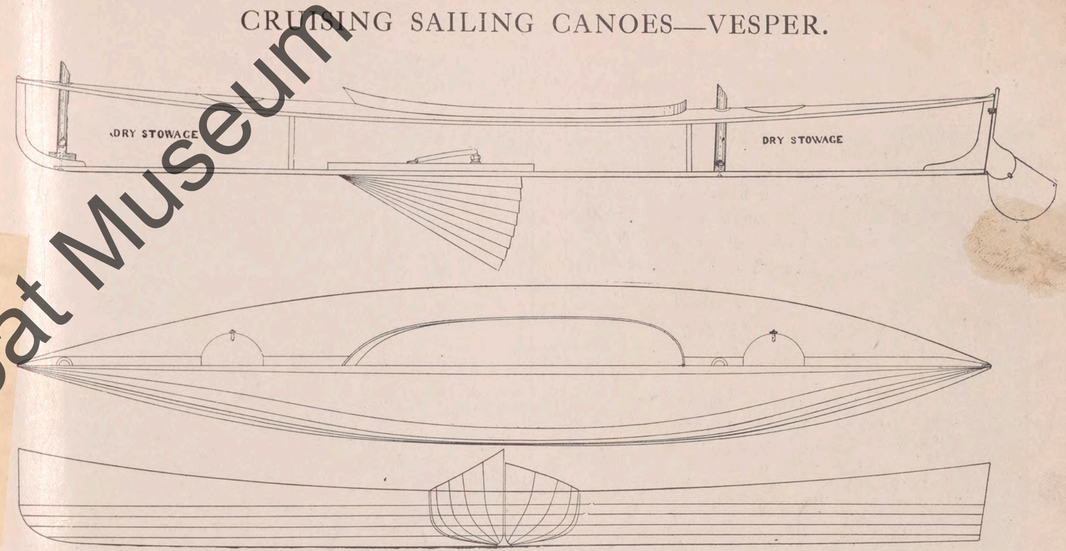
MATERIAL—Oak keel; hackmatack or spruce stem and stern post, natural crook; ¼ inch white cedar planking, except sheer streak; sheer streak, deck and hatches, mahogany; ribs, red elm; coaming, cherry; gunwales, oak or cherry; bulkheads and deck timbers, cedar; inside floor, basswood; all metal work, copper or brass; finish, oil and best spar varnish.

CONSTRUCTION—Smooth lap, clinch fastened hull, ribs spaced 2½ inches, deck timbers spaced 6 inches; bulkheads 6½ feet apart, cockpit about 5½ feet as shown. Dry stowage fore and aft, with hatches, and mast tubes fore and aft as shown. Hatches fasten at sides with metal straps and thumbscrews—with rubber tube ring packing between hatch and deck. No hatches over cockpit. Floor raised to be level with top of No. 1 Radix centerboard trunk. No air tanks, the dry stowage compartments serving instead. Air tanks and hatches for cockpit can be made for canoes built to order at an extra cost to purchaser of $7.50 for air tanks and $10.00 for hatches.

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

This canoe is an excellent sailing craft and is capable of great speed in skillful hands. It is not built for a racing machine, but for a sailing cruiser. The cockpit is long enough to be pleasant and there is ample storage capacity under the forward and aft decks.

CRUISING SAILING CANOES—VESPER.



Outfit includes No. 1 Radix centerboard, drop rudder, 4 cleats, rigs No. 42 and 40 (106 sq. ft.); 9 ft. double blade paddle with drip cups; folding cushion of corduroy, hair filled; 30 inch sliding deck seat, and steering gear No. 61.

Several years ago Mr. Merry D. Frazer, a member of the Knickerbocker Canoe Club of New York City, desiring a canoe that would best meet the requirements for both sailing and paddling near the mouth of the Hudson, where wind, current and tide often struggle for the mastery, selected the hull of the 16 foot UGO (as shown on page 25) for the purpose, and gave the following specifications for converting the paddler into a sailor, viz:

"Hull of Ugo, 16 feet long, 30 inches beam, smooth white cedar. Strip deck of white cedar, as thin as is consistent with strength (about ½ inch), brass nailed; mahogany battens and deck hatches; no cockpit hatches, cherry gunwales and coaming, gunwales broad (the same shape as regular Ugo); coaming pointed forward (like Vesper); opening five feet six inches (5 ft. 6 in.) clear; after end flush with after bulkhead, constructed of light weight material. Hatch fastenings on sides instead of on center line, and to consist of two thumb-screws to engage in slots of brass straps to open toward the bow; pneumatic rings on hatches. Floor boards low and flat, jointed in center and held there by a small button, each end held under a batten made fast to bulkhead. Space between floor boards and deck to be eleven (11) inches. Forward compartment to be five (5) feet, after compartment four feet six inches (4 ft. 6 in.), space between bulkheads six feet six inches (6 ft. 6 in.). Painter eye or ring bolt in bow. Mast tubes two inches (2 in.) inside diameter, with round mast plates; forward tube close to bow, after tube inside the compartment and close to after bulkhead. Ribs spaced three inches (3 in.) instead of two inches One-fourth inch (¼ in.) hole through each knee (supporting coaming) for tie cords."

Brass stembands and the usual oil and varnish finish completes the canoe.

The canoeist can add centerboard, rudder, rigs, paddle, etc., as he may desire and at prices shown elsewhere in this catalogue.

On the opposite page it is shown in two views, from photographs furnished by Mr. Frazer. As an all-around sailer and paddler and able sea boat it is a success.

PRICE LIST OF CANOES.

	Size	STYLE OF DECKING A	B	C	D	REMARKS
ARKANSAW TRAVELLER	17 ft.	$63 00	$65 00	$73 00	$80 00	These Canoes are also built in Grade C, with all of the styles of decking. Price of the Grade C canoe is $10.00 lower than the same size in Grade A, as listed.
" "	16 ft.	61 00	63 00	71 00	78 00	
" "	15 ft.	59 00	61 00	69 00	76 00	
" "	14 ft.	57 00	59 00	67 00	74 00	
UGO	17 ft.	68 00	70 00	78 00	86 00	
"	16 ft.	66 00	68 00	76 00	84 00	
"	15 ft.	64 00	66 00	74 00	82 00	
"	14 ft.	62 00	64 00	72 00	80 00	
INDIAN—All Cedar	15 ft.	60 00				These Canoes built one grade, one style decking only—see individual description.
INDIAN GIRL—All Cedar	16 ft.	65 00				
HURON	14 ft.	40 00	42 00			
"	15 ft.	42 00	44 00			
"	16 ft.	44 00	46 00			
VAUX	10½ ft.	42 00	44 00	52 00	57 00	
VAUX, JR.	11½ ft.	46 00	48 00	56 00	61 00	
BUCKTAIL	10½ ft.	31 50				Grade C only.
BUCKTAIL	10½ ft.	35 00				Grade B only.
NESSMUK	10½ ft.	30 00				Individual description.
ST. REGIS	12 ft.	37 00				Grade C only.
ST. REGIS	12 ft.	40 00				Grade B only.
NOMAD, Hull	16 ft.				90 00	See description.
VESPER, Hull	16 ft.				100 00	See description.
VESPER	16 ft.				177 00	Complete outfit.

GENERAL DESCRIPTION OF SAILS, SPARS, CORDAGE, ETC.

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

MASTS AND SPARS—Material: Best sawed spruce. Sizes: Up to and including sail areas of 100 square feet, to fit tubing of 2 inches inside diameter; 100 and under 125 square feet, 2¾ inches; and 4 inches for areas of 125 feet and upward.

CORDAGE.

FINE BRAIDED COTTON—"SAMPSON" MAKE

No. 8	About 3/32 inch diameter, per yard	$0.05
" 7	" 1/4 " " "	.045
" 6	" 7/32 " " "	.04
" 5	" 3/16 " " "	.035
" 4	" 5/32 " " "	.03
" 3½	" 1/8 " " "	.025
" 3	"	.02
" 2	"	.015

DESCRIPTION AND PRICES OF RIGS.

LATEEN RIGS.

The Lateen is a handy and effective rig in small sizes but on account of the long spars required, it is seldom made larger than 50 square feet. It is used occasionally as the mizzen on Combination Row and Sail boats. It is very popular on open canoes, having been found the most effective and easiest to manage. This sail is rigged in two different manners, but the Style B rig is recommended where the sail is to be used on an open canoe.

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

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

Number	Length on Boom	Length on Yard	Length on Leach	Area, Square Feet	Price of Sail Only	Price of Rig Style A	Price of Rig Style B
1	5 ft. 1½ in.	5 ft. 9 in.	6 ft. 0 in.	13	$1.35	$4.75	$ 7.00
2	5 ft. 10½ in.	6 ft. 6 in.	6 ft.10 in.	17	1.75	5.25	8.00
3	6 ft. 9 in.	7 ft. 8 in.	7 ft.10 in.	23	2.20	6.00	9.00
4	7 ft. 7 in.	8 ft. 6 in.	9 ft. 0 in.	30	2.65	6.75	10.00
5	8 ft. 3 in.	9 ft. 3 in.	9 ft. 6 in.	35	3.00	7.75	11.00
6	9 ft. 3 in.	10 ft. 6 in.	11 ft. 0 in.	45	3.75	8.50	11.75

SIZE—40 feet, A. C. A. regulation, same price as the No. 6.

DESCRIPTION AND PRICES OF RIGS.

LEG O' MUTTON.

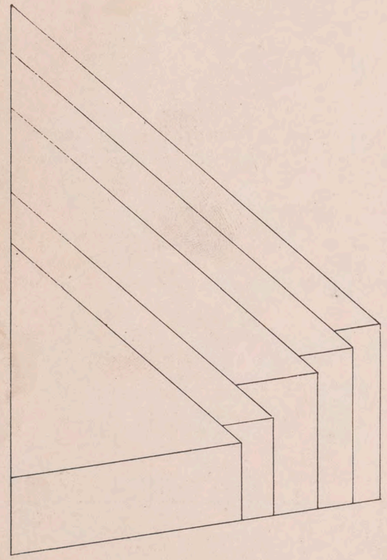
The Leg o' Mutton or Mutton Leg rig is a very old one, and though not so much used as formerly, is still a favorite with many, the only objection to it being that it requires a very long mast for the area. This sail will be rigged in three ways—Call them A, B and C.

STYLE A—Sail lashed to mast, and sheet rope fastened to the clew.

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

STYLE C—Sheave in head of mast; mast rings; boom fastener (No. 17); sail hoists with halliard. Reef points on Style C only, to order.

Number	Length on Boom	Length on Mast	Length on Leach	Area, Sq. Feet	Price of Sail only	Price of Rig Style A	Price of Rig Style B	Price of Rig Style C
7	4 ft. 3 in.	7 ft. 3 in.	7 ft. 10 in.	15	$1.50	$3.50	$5.25	$7.50
8	5 ft. 0 in.	8 ft. 0 in.	8 ft. 9 in.	20	2.00	4.25	6.00	8.25
9	5 ft. 9 in.	8 ft. 9 in.	9 ft. 8 in.	25	2.50	5.00	6.75	9.00
10	6 ft. 0 in.	10 ft. 4 in.	12 ft. 5 in.	35	3.00	5.75	7.75	10.25
11	8 ft. 2 in.	12 ft. 3 in.	13 ft. 8 in.	50	4.00	6.75	8.75	11.50



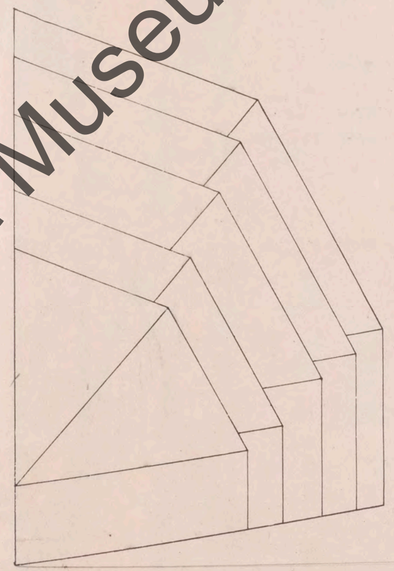
THE BAILEY RIG.

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

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

For description of Single Halliard Rigs see next page.

Number	Dimensions on Spars	Area	Price, Sail only	Price Complete Double Halliard	Price Complete Single Halliard
35	6 ft. 0 in.	30	$3.00	$14.00	$11.00
36	6 ft. 10 in.	40	3.75	15.00	12.00
37	8 ft. 0 in.	60	5.00	17.00	14.00
38	8 ft. 11 in.	75	6.50	18.50	16.00
39	9 ft. 8 in.	90	7.50	20.00	17.00



IMPROVED BAILEY RIG.

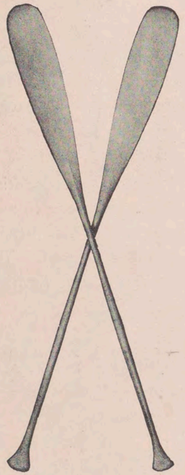
See also cut of Vesper, page 33.

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

The single halliard Bailey and the Bailey Improved rigs are identical with the double halliard rigs of the same name and size except as to mast head and spar gears. In place of the head gear the sheave in mast head is used, and the halliard is lashed to the yard, replacing the spar gear. The sail is also cut a trifle along the head to allow the yard to sag from the mast, as is unavoidable with a single halliard.

Number	Dimensions on Spars	Area	Price, Sail Only	Price, Complete Double Halliard	Price Complete Single Halliard
40	6 ft. 0 in.	36	$3.50	$15.00	$12.00
41	6 ft. 10 in.	47	4.25	16.00	13.00
42	8 ft. 0 in.	70	5.75	18.50	15.50
43	8 ft. 11 in.	87	7.50	21.00	18.00
44	9 ft. 8 in.	103	9.00	23.00	20.00

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



PADDLES—Description and Prices.

SINGLE BLADE PADDLES.

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

Length, 4½, 4¾, 5, 5¼, 5½ feet. Price, each, $1.50.
Length, 5¾, 6 feet. Price, each, 1.75.

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

DOUBLE BLADE PADDLES

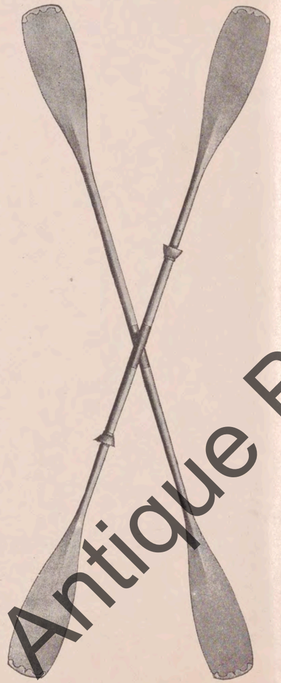
Made from clear spruce, friction joint, copper machine locked tips, oiled and varnished, without drip cups.

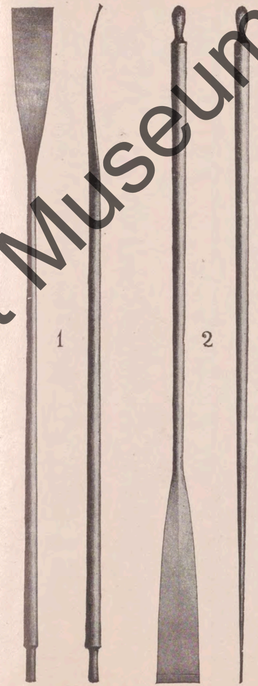
7, 7½, 8 feet, each, $3.25; 8½ feet, $3.50; 9 feet, $3.75; 9½ feet, $4.00; 10 feet, $4.50.

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

RUBBER DRIP CUPS—As Shown.

For double blade paddles, per pair, - - - $0.50





OARS—Description and Prices.

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

7 feet, copper tipped and varnished, per pair, - $3.50
7½ " " " " - 3.75
8 " " " " - 4.00
8½ " " " " - 4.25
9 " " " " - 4.50
Leathered, per pair, *extra*, - - - - .50

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

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

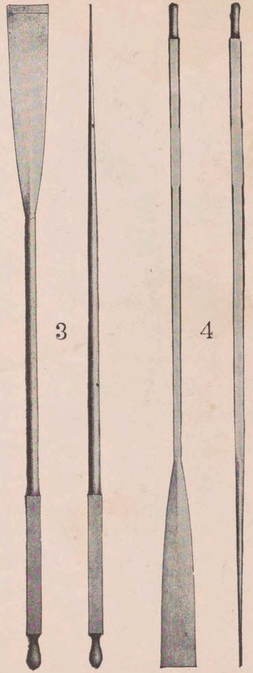
7 feet, copper tipped and varnished, per pair, - $2.00
7½ and 8 feet, copper tipped and varnished, per pair, 2.25
8½ and 9 feet, copper tipped and varnished, per pair, 2.50
Leathered, *extra*, - - - - - - .50

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

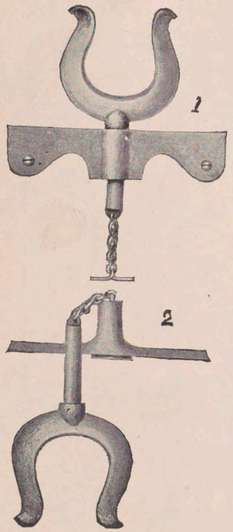
7 feet, copper tipped and varnished, per pair, - $2.50
7½ and 8 feet, copper tipped and varnished, per pair, 2.75
8½ and 9 feet, copper tipped and varnished, per pair, 3.00

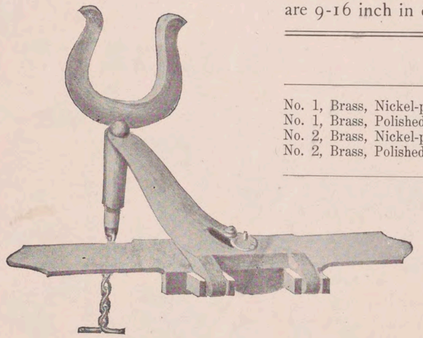
MAPLE OARS, STRAIGHT BLADE, SQUARE LOOM. (Fig. 4).

7½ feet, varnished, per pair - - - - $3.25
8 " " " - - - - 3.50
8½ " " " - - - - 3.75
9 " " " - - - - 4.00



ROWLOCKS—Description and Prices.





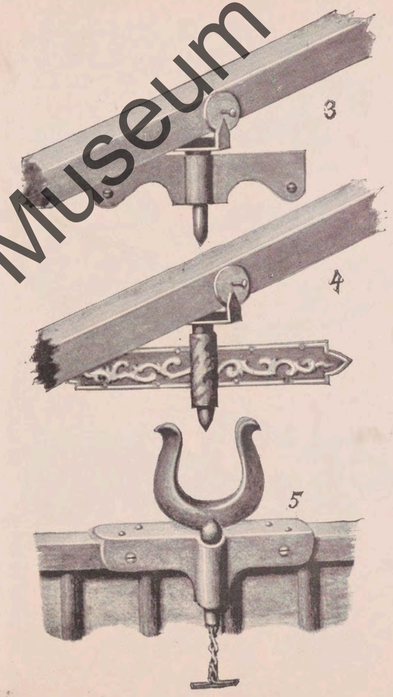
In ordering to replace worn out or broken parts, kindly order by number. The complete set as shown is termed Rowlock. The part of the Rowlock which attaches to the boat is known as the Socket. The part attached to the oar is termed Oarlock. Holes in Sockets are 9-16 inch in diameter.

	Oarlocks Only	Sockets Only	Rowlocks Complete
No. 1, Brass, Nickel-plated, per pair	$1.40	$1.40	$2.75
No. 1, Brass, Polished, "	1.30	1.30	2.50
No. 2, Brass, Nickel-plated, "	1.40	1.50	2.75
No. 2, Brass, Polished, "	1.30	1.40	2.50

OUTRIGGERS.

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

Price per pair, Polished Brass - $5.50
" " " Nickel-plated " 6.00



ROWLOCKS—Description and Prices

	Oarlocks only	Sockets only	Rowlocks complete
No. 3 Brass, Nickel-plated, per pair	$1.65	$1.40	$3.00
No. 3 " Polished, "	1.55	1.30	2.75
No. 4 " Nickel-plated, "	1.65	1.40	3.00
No. 4 " Polished, "	1.55	1.30	2.75
No. 5 " Nickel-plated, "	1.40	1.40	2.75
No. 5 " Polished, "	1.30	1.30	2.50

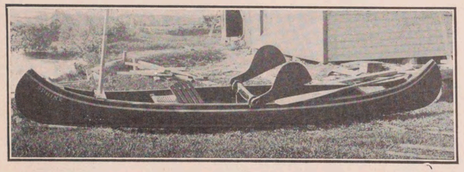
Rowlock No. 5 is intended for Dinghies. It is nearly like No. 1 in pattern, but the socket goes on the inwale and does not project outside the gunwale.

Oarlocks Nos. 3 and 4 have a spread of 1 ½, 1 ¾ and 2 inches. In ordering state which is wanted.

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

OPEN SAILING CANOE FITTINGS

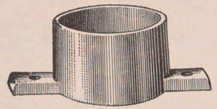
Owing to the increased popularity of the Open Sailing Canoes, we have had frequent calls for fittings suitable to equip them. The Lee-boards and mast fastenings illustrated have been given careful and severe tests and have been found satisfactory in every respect. They are not experiments but the result of careful thought.

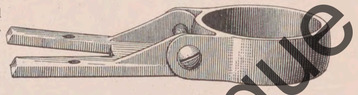


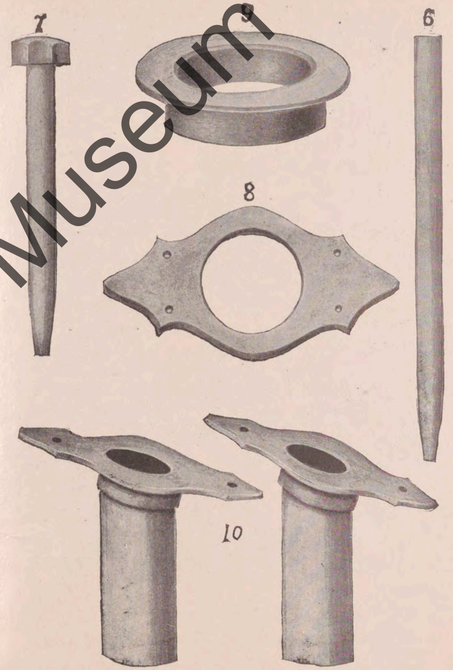
The cut herewith illustrates the RUSHTON Lee-Boards attached by chocks to the thwart of a Grade A canvas covered canoe. The Lee-Boards are made of cherry ¾ in. thick. The blades are about 26 inches long by 11¾ in. wide at the widest point. The forward edges are straight except at the point where they meet the aft edge. The blades are connected by a round cross bar about 1½ in. in diameter, to which they are attached by means of pins curved at one end to facilitate withdrawal. The boards are fastened in position by lashing to the thwart, and are lifted out of position by the hand.

Price, without chocks - - - - $4.00

The RUSHTON Mast Step and Band herewith shown is for rigging sails in open canoes and was designed especially for the canvas covered canoe. The Mast Step (lower cut) is intended to screw to the heel of the stem by ¾ inch round head screws. It is 1⅜ inches inside diameter and 1 inch deep. The Mast Band (upper cut) is intended to bolt to either upper or lower side of deck. The band proper is hinged to the deck fastening by means of a machine bolt and is so constructed that either a 2 inch or 1¾ inch band may be used, making it suitable for rigs with either size mast. These fittings are furnished in polished brass only. Price complete, including ONE size band, $1.50. Extra Band, $0.75. Mailing weight, 16 oz.







CANOE FITTINGS—DESCRIPTION AND PRICES.

MAST PINS.

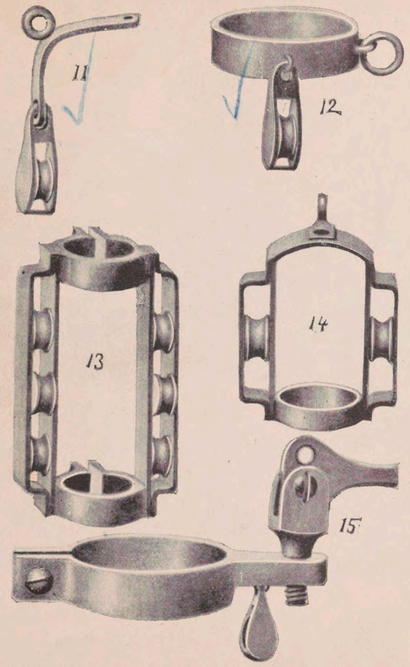
With Nut (Fig. 7.) - - - - - - - -	$0.30
Without Nut (Fig. 6.) - - - - - - - -	.25

MAST PLATES.

Inside Diameter	Fig. 9	Fig. 8
1½ inches	$0.30	$0.35
1¾ "	.30	.35
2 "	.30	.35
2¼ "	.40	.50
2½ "	.50	.60
2¾ "	.60	.75
3 "	.70	.90
3½ "	.80	1.05
4 "	.90	1.20

FLAG TUBES AND PLATES (Fig. 10). Tubes 4 inches deep, 1 inch inside diameter. Price 75 cents each.

(Screw holes not shown in Fig. 9.)



Canoe Fittings—Description and Prices.

MAST AND SPAR GEAR.

(Patented.)

Mast Head Gear (Fig. 11)	$0.75
" " " Double Block	1.00
" " (Fig. 14) Band 1⅜ inch	2.00
Mast Foot Gear, 1¾, 2, 2¼ inch (Fig. 12)	$0.75
" " " " " Double Block	1.00
Mast Foot Gear (Fig. 15), 2 inch	$2.60
" " " 2¼ "	2.75
" " " 2½ "	2.75
" " " 2¾ "	3.00
" " " 3 "	3.00
" " " 3¼ "	3.[illegible]
" " " 3½ "	3.[illegible]
" " " 4 "	3.[illegible]

Sizes above three inches have no reef block.

Gaff or Spar Gear (Fig. 13), sizes to fit spar 1, 1¼, 1½, 1¾ and 1½ inches diameter, each $2.75.

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

CANOE FITTINGS—Description and Prices.

BOOM FASTENING.

(Patented.)

Boom fastening and clamp (Fig. 16), 1¾ and 2 inch	$ .75
" " " " " " 2½ and 3 inch	.90
" " " " " " 3½ inch	1.00
" " " " " " 4 inch	1.25
" " " spike (Fig. 17), 1¾ and 2 inch	.60
" " " " " " 2½ and 3 inch	.75
" " " " " " 3½ inch	1.00
" " " " " " 4 inch	1.25

SPAR GEAR.

Spar gear (Fig. 18), ¾ to 1¼ clamp	$1.15
" " " " 1⅜ to 1¾ clamp	1.25

MAST CLAMPS.

(Fig. 19.)

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

1¾, 2 and 2¼ inch, per set of 3 pieces	$ .90
2½ inch " " " "	1.00

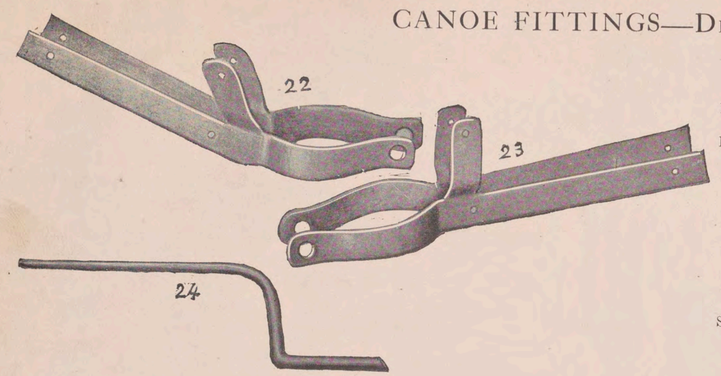
Larger sizes to order at increased price.

BOAT HOOKS.

Canoe size, Improved Style—About as shown No. 20	$1.00
The same complete with 8 foot pole	1.50

TURNBUCKLES

Canoe size (Fig. 21), per pair	$1.25
¼ inch, per pair	1.75



JAWS

Bailey (Figs. 22-23), 2 pieces, for 1¾ and 2 inch mast	$1.20
Bailey (Figs. 22-23), 2 pieces, for 2¼ inch mast	1.30
" " " " " 2½ "	1.40
" " " " " 3 "	1.50
" " " " " 3½ "	1.75

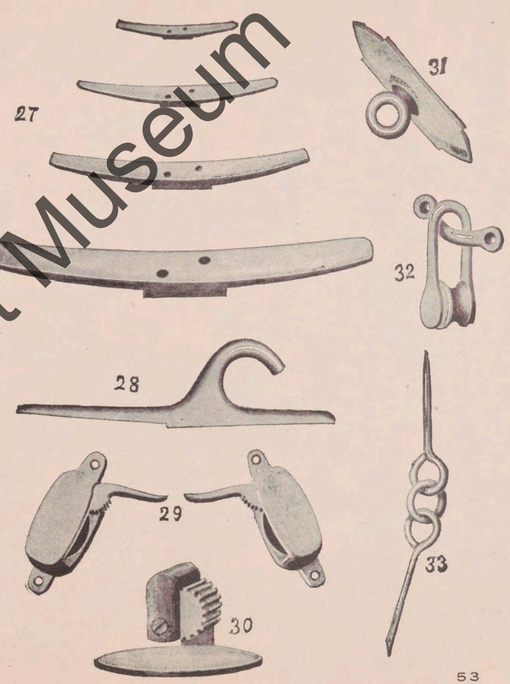
Fig. 22 for New Canoe Sail.

Single (Fig. 24), for 1¾ inch mast	$0.40
" " " 2 "	.40
" " " 2½ "	.60

Double (Fig. 25), 1½, 1¾ and 2 inch	$0.75
" " 2¼ and 2½ "	.75
" " 3 "	.85
" " 3½ "	1.00
" " 4 "	1.50

FIGURE 26

For Gaff Rig, wood [illegible] inch mast	$1.00
" " " " "	1.50



CANOE FITTINGS.

DESCRIPTION AND PRICES.

CLEATS.

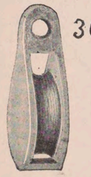
Jam Cleats (Fig. 27), 2 inches	$0.12
" " 3 "	.20
" " 4 "	.30
" " 5 "	.40
Improved "Butler" Cleats (Fig. 28), about 3 in. long	.30
Clutch Cleats (Fig. 29), right and left hand, screw on side of coaming, each	.70
Cam Cleats (Fig. 30), Canoe size	.50

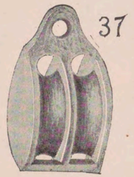
DANDY FAIRLEADERS.

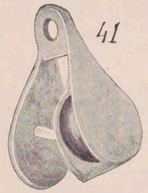
Figs. 31 and 32 (order these by number), each	$0.30

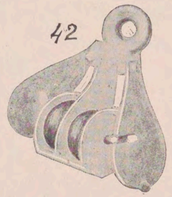
CONNECTING RINGS.

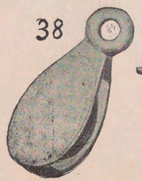
For yard and boom (Fig. 33)	$0.30

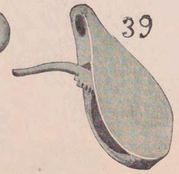


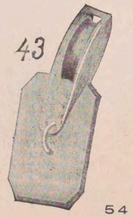


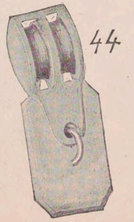












CANOE FITTINGS.

DESCRIPTION AND PRICES:

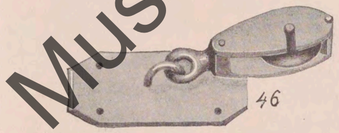
BLOCKS.

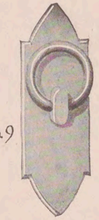
	PRICE.
Reef, single (Fig. 34) - -	$0.20
" double (Fig. 35) - -	.35
¼ inch blocks (Fig. 36) - -	.30
⅜ " " " - -	.35
½ " " " - -	.50
¼ " double blocks (Fig. 37)	.40
⅜ " " " " -	.50
½ " " " " -	.80
¼ or ⅜ in. swivel blocks (Fig. 38)	.50
Cam blocks (Fig. 39) - -	.50
No. 1 snatch block for ¼ or ⅜ inch cord (Fig. 40) - -	.40
No. 2 snatch block for ¼ or ⅜ inch cord (Fig. 41) -	.75
Double snatch block for ¼ or ⅜ inch cord (Fig. 42) -	1.00

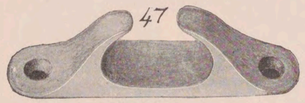
BLOCKS ON PLATE

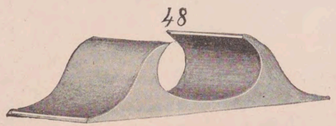
Single (Fig. 43) - - -	$0.80
Double (Fig. 44) - - -	1.10

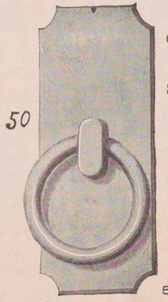
Larger sizes, swivel or special pattern, to order.











CANOE FITTINGS

Description and Prices.

SWIVEL SHEET BLOCK WITH CLAMP FOR BOOM

Small Size (Fig. 45) 1¼ to 1½ inch clamp, for ¼ inch cord	$1.25
Large Size " 1½ to 2 " " " ⅜ "	1.40

SWIVEL SHEET BLOCK ON PLATE

Small Size (Fig. 46), ¼ inch cord	$1.00
Large Size " ⅜ "	1.15

CHOCKS

STRAIGHT OR BEVELED

Canoe Size (Fig. 47), about 3 inch	$0.40

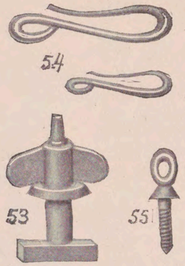
STRAIGHT OR BEVELED

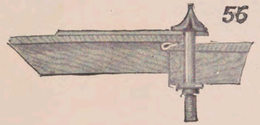
Size, about 4½ inch (Fig. 48)	.60

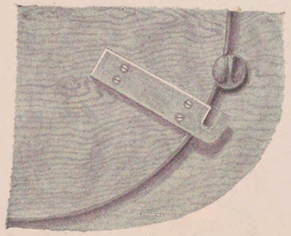
SHEET RINGS

Large Sheet Rings (Fig. 50)	$0.50
Small " " (Fig. 49)	.40

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







HATCH FASTENINGS

Hatch fastenings for dry stowage (Fig. 56)	$1.50
The cut shows half set.	
RUBBER PACKING for hatch — Each	1.00

CAST BRASS, POLISHED AND NICKEL PLATED FIGURES AND LETTERS. (Fig. 51.)

CAST BRASS FIGURES

NICKEL PLATED

¾ inch	per doz.,	$ .60
1 "	"	.84
1¼ "	"	.96
1½ "	"	1.08
2 "	"	1.25
2½ "	"	2.00
3 "	"	3.00

POLISHED

¾ inch	per doz.,	$ .60
1 "	"	.84
1¼ "	"	.96
1½ "	"	1.08
2 "	"	1.25
2½ "	"	2.00
3 "	"	3.00

CAST BRASS LETTERS

NICKEL PLATED

1 inch	each,	$ .10
1¼ "	"	.12
1½ "	"	.15
2 "	"	.16
2½ "	"	.20
3 "	"	.35

POLISHED

1 inch	each,	$ .10
1¼ "	"	.12
1½ "	"	.14
2 "	"	.16
2½ "	"	.20
3 "	"	.35

These prices for letters and figures include screws.

STOCK—We only carry in stock the nickel plated letters in 1, 1¼ and 1½ inches. Other sizes furnished promptly.

BOLTS AND RINGS FOR PAINTERS

Canoe size (Fig. 52) — $ .35

T BOLTS

For holding foot gear or foot braces. (Fig. 53)

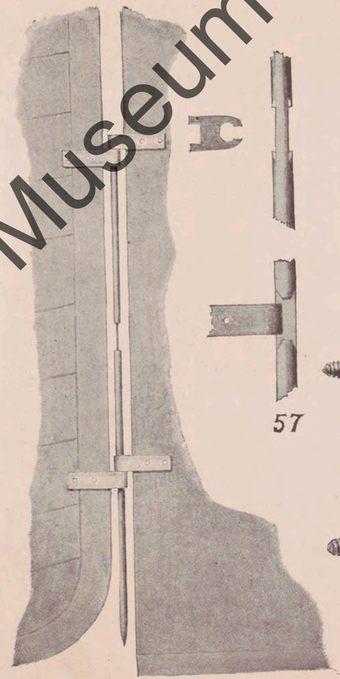
Brass Nickeled	$ .45
Polished Brass	.40

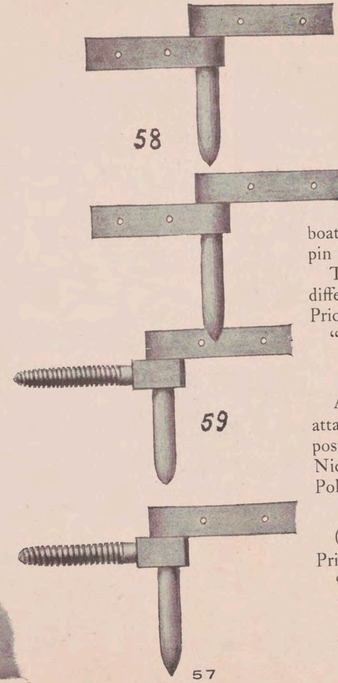
SPRING HOOKS

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

SCREW EYES

Screw Eyes (Fig. 55) — $ .10





RUDDER BRACES.

DESCRIPTION AND PRICES.

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

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

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

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

Price per set, nickel plated	$1.50
" " " polished	1.35

CANADIAN CANOE RUDDER BRACES.

Not shown. (No. 57½.)

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

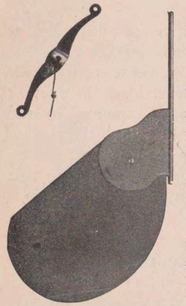
Nickel plated, per set	$1.50
Polished, per set	1.35

COMMON RUDDER BRACES.

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

Price per set, nickel plated	$0.90
" " " polished	.80
" " " with screw gudgeons (Fig. 59) plated	.90
" " " with screw gudgeons (Fig. 59) polished	.80

METAL AND WOOD RUDDERS—Description and Prices.



DROP RUDDERS.

Material—Hard brass, nickel plated.

Construction—The post is a $\frac{7}{16}$ inch rod, slotted for a distance of about 5 inches near one end to receive a plate $\frac{1}{12}$ inch thick. This plate is riveted securely in the post and projects about a $\frac{1}{4}$ inch at one side. To this projecting part are riveted the cheek pieces $\frac{1}{16}$ inch in thickness. The blade, or drop part, is pivoted between the cheek pieces as shown.

The usual yoke may be used or a 4-inch wheel with a concave rim. Either is fastened to the post by a taper pin.

Attachment to the Canoe—If the canoe has a straight stern post a tube of suitable size and strength is fastened to it and is cut away on the after side sufficiently to allow all necessary swing of the rudder. If for a canoe with a curved stern post, special curved braces are required. Price $1.50. In construction it seems very strong and simple. Price, with yoke, $8.00; with wheel, $8.50.

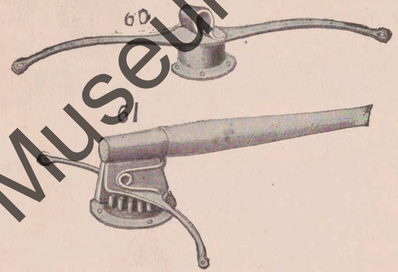
The sample rudder was furnished by Mr. Perry D. Frazer of the K. C. C., of New York.

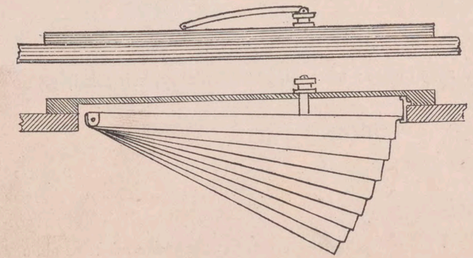
WOOD RUDDERS.

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

Cherry or Maple, with No. 57 braces	$2.50
Cherry or Maple, with Nos. 58 or 59 braces	2.00
Spruce, natural crook, according to size and braces	$2.50 to 5.00

DECK STEERING GEAR—Description and Prices.





DECK STEERING GEAR. No. 60.

Fitted with oak or maple stick.

Gear and handle only	$3.25
Including Safety Chain, Hooks and Tighteners	5.50

SELF-LOCKING DECK STEERING GEAR. No. 61.

Patented.

Gear and handle only	$5.50
Including Safety Chain, Hooks and Tighteners	7.75

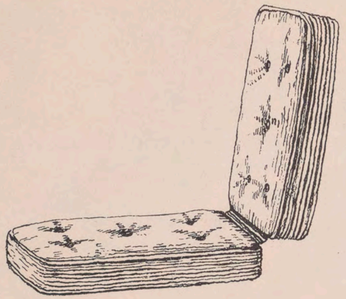
The spring locks, and the natural pressure of the hand upon the end of the tiller releases, when it can be turned as freely as the other gear.

FOLDING CENTERBOARD.

Radix Patent Folding Centerboard.

Size	Weight	Area	Width of Slot	Price
15x30 in.	9 lbs.	1⅝ sq. ft.	15/16 req'd in keel	$13.25
18x36 in.	12 lbs.	2¼ sq. ft.	15/16 " "	16.25
24x37 in.	15 lbs.	4 sq. ft.	1¼ " "	21.25

Steering Gear, Cushions, Folding Seats—Description and Prices.



Knickerbocker Thwartship Tiller—The after mast tubes project some 2½ inches above the (round) mast plate. Over this is fitted a short piece of brass tube and firmly fastened to it at right angles a piece of tube about 12 inches long and 1¼ inch diameter, at the ends of which are eyes into which the rudder chains fasten. A stick some 3 feet long completes it.

Price, as above named, without rudder connections - - - $

BOAT SEAT CUSHIONS.

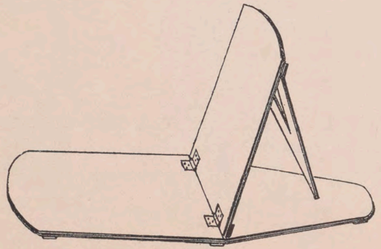
Material—Gray Corduroy, filled with best curled hair.

Prices—According to size and shape, $2.50 to $4.00 each.

Other material may also be used, and prices vary accordingly, ranging from $2.00 to $10.00.

FOLDING CUSHIONS.

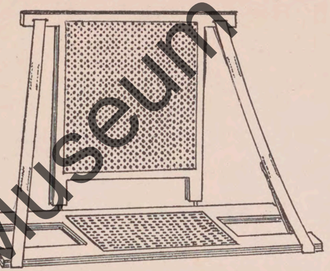
Size (each part) 12 x 15 inches; material, gray Corduroy, hair filled, $4.00

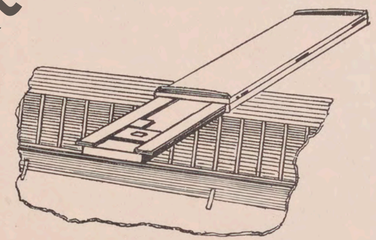


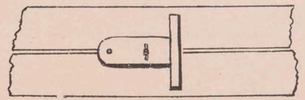
FOLDING SEATS.

Cherry frame, cane bottom and back - - - -	$4.00
Cherry - - - - - - - - - - - -	2.50
Ash, or other suitable wood - - - - - - -	1.50

Bottom and back are not solid, as shown, but are made of strips about two inches wide and separated a little.







Seats, Seat Backs, Foot Braces

CANE SEATS AND EASY BACKS.

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

Boat seat only, according to size - - -	$1.50 to $1.75
Back only, without straps or hinges - - - - - -	1.25
Back with straps and hinges - - - - - - -	2.75
Back for stern seat, small - - - - - - -	1.25
Seat back straps, russet leather, per pair - - - - -	.75
Seat back hinges, per pair - - - - - - - -	.75

The seat backs here shown are made in three widths, viz: 10, 12 and 14 inches. In ordering state width wanted.

Seat back, all wood, ash or butternut strips; 18 inches long, about 14 inches wide - - - - - - - - - $ .75

SLIDING DECK SEAT.

30 inch for sailing canoes - - - - - - - - $5.25

The base of the seat rests on the coaming and is held firmly in place by a clamp underneath, held by two nickel plated brass bolts with thumb nuts.

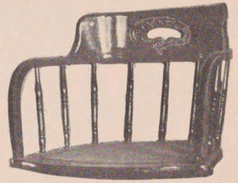
FOOT BRACES.

Including brass T bolt - - - - - - - - - $ .50

SUNDRY FITTINGS—Description and Prices.

CHAIR SEATS.

Chair Seat No. 1, cane bottom and back, each -	$4.00
Chair Seat No. 2, cane bottom, spindle back, each	3.00



AWNING, CARPET, CANVAS.

Awning tubes and plates - - - - -	$4.00
Awning, with sticks and posts - -	$7.50 to 12.00
Carpet, Body Brussels - - - -	5.00 to 10.00
Canvas (painted), used instead of carpet	5.00 to 8.00

SEAT BRACES.

Brass, fancy pattern, nickel-plated, each - -	$0.35
Brass, nickeled, each - - - - - -	.25
Polished, each - - - - - - -	.20
Galvanized Iron, each - - - - - -	.10

CARRYING YOKES.

MADE FROM SOLID BLOCK.

Whitewood, *used with Hunting Canoe or Saranac Canoe*, $2.50

SAFETY CHAIN.

Brass Safety Chain, No. 1, nickel-plated, per foot - $0.10

SUNDRY FITTINGS—Description and Prices.

AIR TANKS.

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

For Canoes under 31 inch beam, per pair	-	-	-	$7.50
" Boats 32 to 36	"	"	-	8.00
" " 37 to 42	"	"	-	8.50
" " 43 to 48	"	"	-	10.00
" " 49 to 54	"	"	-	12.00
" " 55 to 60	"	"	-	14.00

For square stern boats add 25 per cent. to above prices.

STEM BANDS OR BANG IRONS

Cut from sheet brass; about an inch wide at keel, tapering to about 3/8 inch at deck; thickness about No. 12, B. & S.

Nickeled, 30, 38 and 42 inches, each	-	-	-	$1.00
Polished, 30, 38 and 42 " "	-	-	-	.90
*Polished, 19 " "	-	-	-	.45

Special sizes or patterns extra.

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

METAL RAILING.

Nickel plated brass, per set - - - - - $16.00

A Set consists of 16 stanchions about 3 inches high and 4 pieces of tubing, each 3/8 x 48 inches, with ornamental button at each end of tubing.

RINGS—SOLID BRASS, NICKEL PLATED.

1/2 and 3/4 inch inside diameter, each	-	-	$0.08
1 and 1 1/4 " "	"	"	-	-	.10
1 1/2 " "	"	"	-	-	.12
1 3/4 " "	"	"	-	-	.14
2 and 2 1/4 " "	"	"	-	-	.18
2 1/2 " "	"	"	-	-	.22
2 3/4 and 3 " "	"	"	-	-	.25
3 1/2 and 4 " "	"	"	-	-	.30
4 1/2 " "	"	"	-	-	.35

FERRULES.

3/8, 1/2, 5/8, 3/4 and 7/8 inch, each	-	-	-	$0.06
1, 1 1/8, 1 1/4, 1 3/8 and 1 1/2 inch, each	-	-	-	.10
1 1/4 to 2 1/2, each - - - - -	-	-	-	.15

FRICTION JOINTS.

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

3/4, 7/8, 1 1/8 and 1 3/16 inches	-	-	-	-	$0.30
1 1/4 and 1 1/16 inches	-	-	-	-	.50
1 3/8 and 1 1/16 inches	-	-	-	-	.60
1 1/2 inches - - - - - - -	-	-	-	-	.70
2 inches - - - - - - - -	-	-	-	-	.75
2 1/4 inches - - - - - - -	-	-	-	-	.75

INDEX.