

Rushton

INDIAN GIRL  
CANOES

J. H. Rushton Inc.

Canton, N.Y.

Antique Boat Museum

Antique Boat Museum



DRYING OUT



TRYING OUT



CANOE builders since 1873, canvas canoe builders since 1901, we have that experience which is so necessary to turning out successful craft. All of our designs have been tried for years, and those we offer to you in this catalog represent the survival of the fittest.

**Indian Girl** is too well known to require printed words of praise. From the specifications you can get complete information, written by a canoe builder, not an author. So if you find crude expressions, do not be surprised. My business is building canoes, not writing books.

We have been told that we "build our canoes too well. They cost too much." But when I learned this business, I was taught to "have every part right, then figure cost."

We build canoes from \$30 up; you have your choice at a price that will fit your pocket.

We build to order canoes without canvas covering, rowboats and small launches. We build for men who are particular; who want the best.

J. H. RUSHTON, INC.,  
By J. H. Rushton, *Treas.*

Canton, New York,  
January 1, 1912.

## Indian Girl Canoes—Design

**T**HE first Rushton canoe was built in 1873. It was only 10½ ft. long, weighed less than 20 pounds, but it would easily carry two men. It was built of Michigan White Cedar.

For the next twenty-seven years, the Rushton shop was devoted exclusively to all-wood canoes; that is, to those not covered with canvas. The workmen knew how to make watertight joints, to finish work like the finest furniture. These men built the first **Indian Girl** canoe, and taught the men who now build them.



As a result, the workmanship on the **Indian Girl** is the finest in the world.

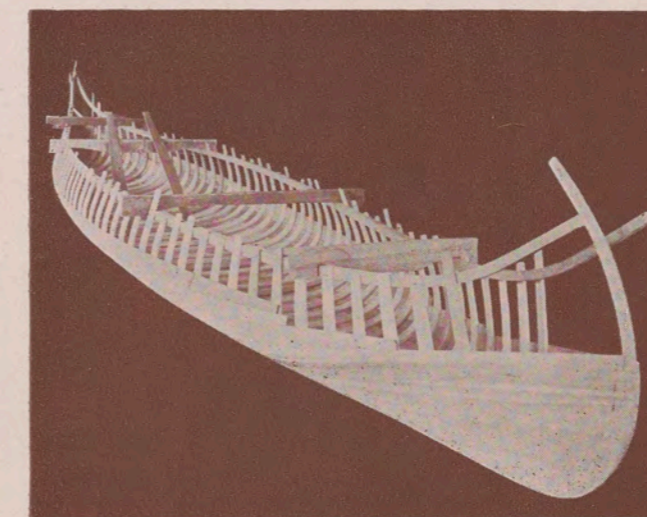
The design of the **Indian Girl** is by J. H. Rushton. It embodies the experience of twenty-seven years of canoe building. It combines all of the points so essential to a perfect canoe. Beautiful lines, pleasing to the eye, give speed and safety. It is a rare combination. The canoe is equally superior under sail or paddle. It is used all over the country as a racing craft, and is uniformly successful.

To insure absolute conformation to the design, every **Indian Girl** canoe is built over a solid mould. Here the shell is constructed to the point shown below.

Let us follow a canoe through the factory:

After the lumber is cut, it is placed in racks, having been sorted carefully for grade of canoe in which it may be used.

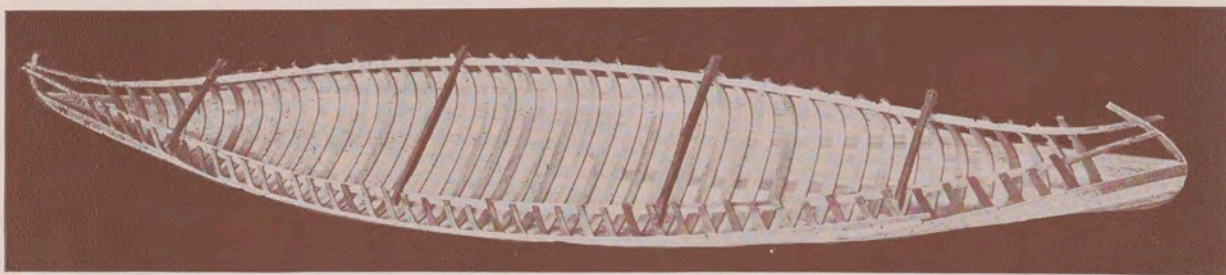
The stems are bent over a separate form, and when thoroughly dry, are dressed to size and fastened to the shell mould. The inwales, dressed to size, are steamed until pliable, and bent onto the mould.



The ribs, having come from the planer, have corners rounded, are sandpapered, then steamed, bent to place on the mould, and both ends fastened to the inwales.

Next in order is the planking. Each piece has been sandpapered carefully. Each is selected with regard to its fitting where it goes. No strain is permitted. The first four boards

## Indian Girl Canoes—Construction



are straight on both edges—the next three cut to pattern, and to fit. Each piece is nailed at each rib with three copper nails.

The shell is then taken off the mould and fastened to a bed-piece. It is leveled, stems plumbed and fastened permanently to the inwales. The final planking, a single board about eight inches wide, is put on.

The planking and ribs are both Michigan White Cedar. We have in the past tried the cedar from Maine and North Carolina, lured by its lower first cost, but we rejected them, and long ago. They are cheaper and by using them, we could build a canoe for less money. But they weigh 28 pounds per cubic foot—Michigan weighs 18. The saving, 64%, is lowered weight to you, the user. Were we to build with equal *weights* of planking and ribs, we could use ribs and planking almost 50% thicker.

When the shell is done, the outside is thoroughly wet with boiling water, to swell the grain wherever necessary, and to remove bruises from the hammer-head. When dry, it is planed to remove projecting edges and large inequalities, if any appear, and then is carefully sandpapered until absolutely smooth.

The shell is oiled (with Pure Boiled Linseed Oil) inside, as a ground-work for the varnish which comes later. It is also oiled on the outside, before the canvas is put on. This not particularly to preserve the wood—Michigan White Cedar needs no such preservative against what little moisture might get into it. But this same moisture, if it gets into the wood, will swell the grain, and every little bit of swelling will show through the canvas, making the surface rough. That is why we oil the outside of the shell.

When the oil is dry, the canvas is put on. This is very heavy, close woven, made especially to our order, and well in keeping with the high grade of all materials used in the Indian Girl canoe. It is in one piece from gunwale to gunwale, stem to stem, the only cuts coming at the stems, and here above the water-line. Here the canvas is doubled, the seam laid in white lead, and nailed every quarter inch. This seam or lap is as water-tight as any place on the whole shell and is no more likely to leak.



## Indian Girl Canoes—Finish

TO prepare the canvas for color, we use two separate coats of heavy filler, made in our own factory from pure paint-stuffs. Between coats, the canoe dries until the filler is "bone-dry," and is sanded smooth.

After the second coat of filler is dry, and sanded, the shell goes to the finish room. Here the slack is taken out of the canvas, if any should have appeared, owing to the high temperature of the drying rooms. As the canvas is *not* glued to the shell in any way (it is stretched tight and nailed at every rib end) it is comparatively easy to draw this slack out and so keep the canvas stretched evenly over the whole shell.

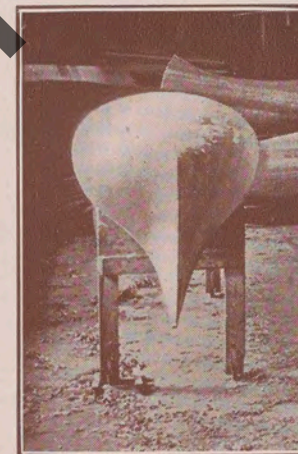
The rail finish—so-called gunwales for Grade A, or cover strips and side rails for grade B—are put in place; thwarts put in and seats; all woodwork smoothed up.

The seat frames are of wood (to match the rails), cut in strips about 2" wide and 1" thick. The cross pieces are cut to exact length; all are bored for dowels (pins) and then put together with glue, under considerable pressure. When dry, holes are bored for the cane; the frames are planed and sandpapered. Cane is put into the frames by hand, after they are oiled. This cane is not the so-called insert, but is put in a single strand at a time.

The final finish for all canoes is two or more coats of quick-drying color on the outside, followed with a coat of the best Spar Varnish. All depressions, like those between canvas and edges of stembands, are filled with a quick-drying paste, which never chips or peels. On the inside we use two coats of Varnish over the oil.

People often refuse to believe that there is canvas over these shells, the filler is so smooth. It is necessary to show them a partly finished shell with the ragged edge of canvas sticking over the inwales, before they can be convinced. This filler, which we mix here in the factory, does *fill* the canvas completely, concealing the threads, and leaving a surface smooth as glass. It is very hard when dry, and resists wear as well as water. It is absolutely water-proof and practically wear-proof.

All Indian Girl canoes, wherever possible, are kept in storage several months to allow the filler to harden. By doing this we can give a seasoned canoe; one that can always be depended on. The filler will not dig or gouge, but will remain indefinitely as hard as new. In fact, the longer this filler is on, the harder it gets.



## Indian Girl Canoes—Specifications

Part	Grade A	Grade B
Ribs	Cedar, best quality	Cedar, good quality
Planking	Cedar, long lengths	Cedar, shorter lengths
Stems	Elm, steam bent	Elm, steam bent
Inwales	Cherry	Ash or oak
Nails	Copper	Copper
Screws	Brass	Brass
Decks <sup>1</sup>	Cherry, 15" long	Ash, 15" long
Canvas	Same as Grade B	Same as Grade A
Gunwales	Cherry	Ash (called "cover strips")
Thwarts	One, cherry, shaped	Two, ash, straight
Grating	Furnished regular	Furnished extra
Seats	Cherry frames; joints doweled and glued; hand caned	Ash frames; joints doweled and glued, hand caned

**Gunwale Construction, Grade A**—Gunwale and inwale shaped. Inwale mortised to take ribs full thickness. Gunwale and inwale screwed together every six inches.

**Gunwale Construction, Grade B**—Inwale, cover and side strips. Rib (full thickness) nailed on inwale. The "cover strip" covers ends of ribs and edges of planking and canvas. Rail along side completes finish.

There is very little difference in the grade of cedar in the two grades. Every piece in either grade must be straight grained, strong, light and to bend true. This eliminates all but the very best lumber. The lightest and longest pieces go into the Grade A, and the other perfect ones go into the Grade B. Pieces showing even slight discolorations or trifling imperfections go into a cheaper line of canoe.

**NOTE**—Ribs are 2 in. by 5/16 in. at center, tapering to 1 1/4 in. wide at the inwales. Planking is 3/16 in. thick throughout, square seams. Stern seat is fastened under inwales; bow seat is about 4 in. lower. No. 8 canvas, special weave, is used on the 18 foot canoes, and No. 10 on the other sizes. Polished brass stem bands and ring-bolt in bow deck, are furnished.

## Indian Girl Canoes—Price List and Extras

No.	Length	Beam Inches	Depth at Center Inches	Depth at Ends Inches	Length of Deck Inches	Weight Grade A	Price Grade A	Weight Grade B	Price Grade B
1	15	32	12	21	15	58 to 62	\$47.00	56 to 60	\$38.00
2	16	32 1/2	12	21	15	60 to 66	49.00	58 to 64	40.00
3	17	33	12	21	15	65 to 75	50.00	60 to 66	41.00
4	18	33 1/2	12	21	15	75 to 85	52.00	70 to 80	43.00

At the above named prices no fittings are included.

Ash decks over 15 in. up to 30 in.	-	-	-	-	-	-	-	-	\$5.00
Cherry decks over 15 in. up to 30 in.	-	-	-	-	-	-	-	-	6.00
Oak outside keel, not exceeding 1 x 1 in.	-	-	-	-	-	-	-	-	1.50
Oak outside keel, 2 1/2 x 3/8 in.	-	-	-	-	-	-	-	-	2.00
Grating for Grade B	-	-	-	-	-	-	-	-	1.00

**Striping**—1/2 in. wide or under, \$2.00; over 1/2 in. 50 cents per 1/8 in.

**Colors**—\*Moss Green Light, \*Coach Painter's Green Light, \*Brilliant Green Light, or Tuscan Red (Maroon) are furnished without extra charge. A charge from \$1.00 up, extra, is made for any other color, including Light Red and Azure Blue.  
\*Carried in stock.

**Name Painted**—Color or Gold Leaf, block letters, plain or shaded, about 1 1/4 in., name not to exceed eight letters - - - \$2.00.  
Name of over eight letters, extra per letter - - - .20.  
Special prices on monograms, large size or special shape letters, etc.

**Maple Paddles** are furnished in eight lengths, by quarter feet from 4 1/2 to 6. The 5 3/4 and 6 cost \$1.75; the others \$1.50.

**Spruce Paddles** are carried in stock in 5', 5 1/4' and 5 1/2', the price of which is \$1.50. For other lengths the price is \$1.75.

**Double Blade Paddles** are supplied in the following lengths:

7, 7 1/2 and 8 foot	-	\$3.25	9 1/2 foot	-	-	\$4.00
8 1/2 foot	-	-	10 foot	-	-	4.50
9 foot	-	-	Drip cups, extra,	-	-	.50

Square points, made to order, extra per pair, 25 cents.  
Spoon blades, square points, to order, extra per pair, 75 cents.

## American Beauty Canoes—Description and Prices



**T**HE AMERICAN BEAUTY Canoe was first called into existence by the demand for a canoe with bows higher than those of the **Indian Girl**.

The American Beauty model canoe is a modified **Indian Girl** model, but with some changes, additions and refinements that make it by far the finest example of canoe builder's art.

This new standard has led us to incorporate certain additions as regular parts of the American Beauty canoes. These same parts may be included with **Indian Girl** canoes built to order.

All American Beauty canoes will be supplied with extra long decks (see price list) fitted at the inboard end with a low coaming; outside stems of Black Cherry, to match the rest of the finish; 1 x 1 Oak keel; inside floor of Cedar, as shown at bottom of page 10. It has an advantage over the loose grating—is always in place, and there is no room under it for dirt to collect.

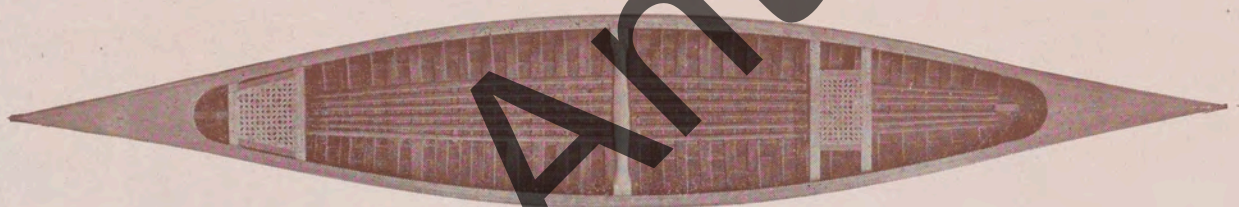
All exposed trimmings are nickel plated brass.

The ribs and planking are carefully selected Michigan White Cedar, matched for color.

### Price List

Length	Beam	Depth Center	Depth Ends	Length of Decks	Price
16	32	12	24	24	\$65.00
17	32½	12	24	26	67.50
18	33	12	24	28	70.00
19	33½	12	24	30	74.00

**NOTE**—When built without the outside stems and keel, and cherry grating instead of the floor of half-ribs, canoes are 2 inches shorter than listed above, and the price is \$5.00 less.



## Navahoe—Description and Prices



**W**HILE no one has ever questioned the value in an **Indian Girl**, many have felt it to be beyond their means. "Your canoes are too good. Why don't you make something cheaper?" is what one of our prominent New York City dealers tells our Mr. Rushton.

So we set about designing a canoe to sell for less than \$35.00. We reduced costs here and there, a few cents in each place, at the same time leaving the canoe just as durable.

The result is our **Navahoe** model, with its spruce rails, decks, thwarts, seats of spruce, ash or oak, and other parts of the same materials as our Grade B **Indian Girl** model.

Only by building in large quantities, however, and using low-priced parts wherever they answer the purpose, could this result be accomplished.

This canoe is built in the 16' length only, 32" beam, 21" deep at ends, and 12" deep at center.

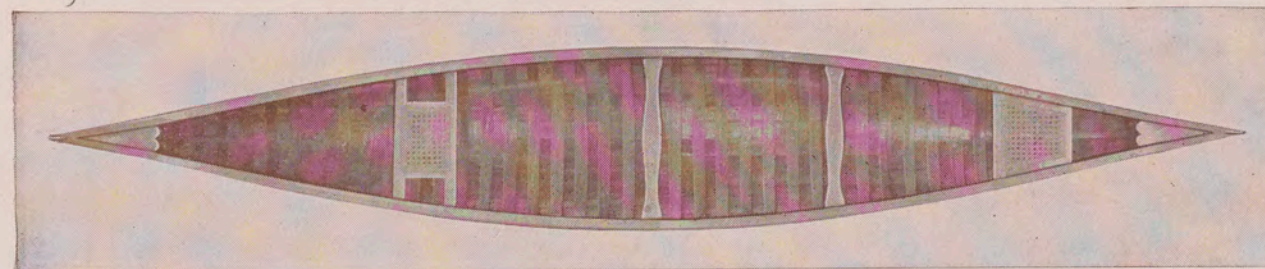
This canoe is furnished with two seats, two straight thwarts, painted either dark green or dark red, for \$30.00.

We also furnish the canoe with shaped thwarts instead of straight, and a 1x1 keel, for \$32.00.

Price includes burlap and excelsior packing for shipment.

The **Navahoe** canoe has been on the market for four years. Each year we have sold more than the previous season. No more need be said of its value.

It is an excellent craft, well liked by hundreds of users throughout the country, and we can safely recommend it to anyone desiring a canoe, and who feels that he cannot afford an **Indian Girl**. The lines are true and easy, giving a swift, safe canoe. The finish is good and will appeal to you.



## Indian Girl Canoes—Accessories

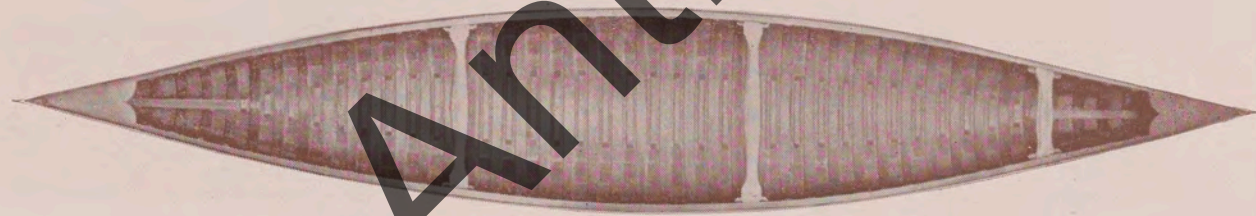
EVERY canoe that is to be used for cruises should be equipped with a keel. Keels on **Indian Girl** canoes are of oak, finished either natural or the same color as the canoe. They are furnished in two sizes, 1 x 1 and 2½ x ¾. The former is better for sailing, and we recommend the latter for canoes to be used entirely near docks. For prices see page 7.

Outside stems (of oak on the **Indian Girl** or cherry on the **American Beauty**) add much to the appearance of the canoe. With them is included an oak keel, 1 x 1. When we have time to build the canoe specially to order, we put in a heavier inside stem, and carry the lines of the canoe out to the stem band. In case of a hurry order, outside stems can be fitted on a regular canoe, the sides being rounded in a pleasing manner. The price of either style is \$4.00 including keel.

One of the most attractive features of the **American Beauty** is its long decks, with the inboard end cut to a graceful curve, and finished with a low coaming. Regular **Indian Girl** canoes may be fitted with these long decks, and 30 inches is the usual length. Cherry is used with the Grade A, and ash with the Grade B, to match the rest of the canoe. In either case, the deck is a solid block of wood, 1 in. thick, steam bent and fitted to place. It is fastened through the inwales with long brass screws, and will not give way.

A floor, built into the canoe, is a boon to the man who wishes to cruise and carry heavy boxes. The floor is in the form of short ribs reaching about 9 inches each side of the keel, at the center of the canoe, and made narrower towards the ends. These pieces are 1¼ inches wide, practically filling between the ribs, and the same thickness as the ribs. The tips are rounded and thinned, making an attractive finish. This floor must be put in before the canvas is put on the shell, and for that reason can be supplied only with canoes built to order. The price is \$2.00—\$1.00 allowance for grating if taken with a Grade A **Indian Girl** canoe.

We will be glad to supply additional information, photos, and further details, covering any of the above, on application.



## Paddles—Single and Double Blades

MANY people think that there is no difference in single blade paddles. They are the ones who never used a **Rushton** paddle. We would hesitate about making this claim were it not for the fact that every year we have people send us direct for paddles instead of buying from a dealer in their own city. They write us that our paddles handle more easily, hold their shape better and last longer, than do others which they buy from their dealers at the same price.

**Rushton** paddles are made from Adirondack White Maple exclusively. Our pattern is our own and shaped to give maximum results from minimum energy expended, and to balance. This last is a very important item, but usually overlooked. A **Rushton** paddle will balance in the lower hand holding it, when held as one does when using it. This is one of the secrets of the popularity of the **Rushton** paddle.

For racing or fancy paddling around the club house nothing is better than a spruce single blade. It is light but stiff and strong, will do a lot of work for you, if you don't use it for a pole. It is softer than maple, and will not stand the hard usage.

The blades of either type are correctly proportioned, with a view to strength, weight and durability.

Double Blade paddles, owing to the greater amount of timber, are always made of spruce, copper tipped. They are well liked, not only by beginners, but often for hard short trips, and for racing.

For races use **Indian Girl** canoes with **Rushton** Spruce Single Blades and you will win; unless the other fellow has the same outfit; then it is merely a question of the man; but you will know that his outfit is no faster than yours.

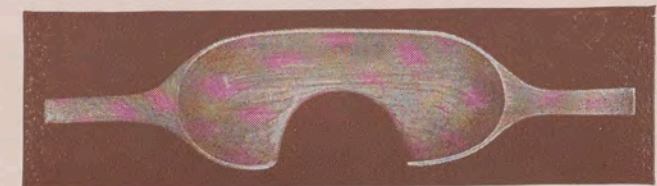


### Carrying Yokes

The Carrying Yoke is hand carved from a solid block of Basswood or Whitewood about four inches thick. It just fits the shoulders, and makes the half mile carry seem like a hundred yards. The yoke may be fitted to the canoe by notching ends to take the inwales, or chocks of suitable wood may be screwed to the inwales, and the ends of the yoke rest in these.

Price without chocks \$2.50

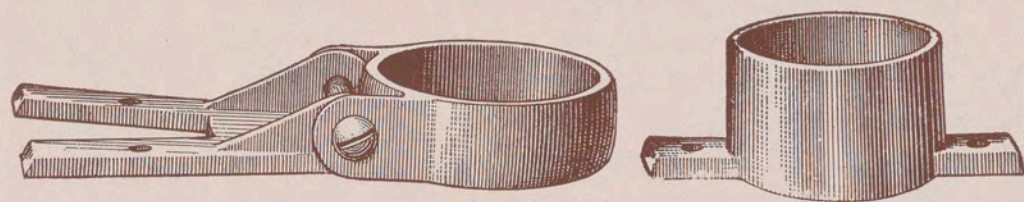
Price with chocks \$3.00



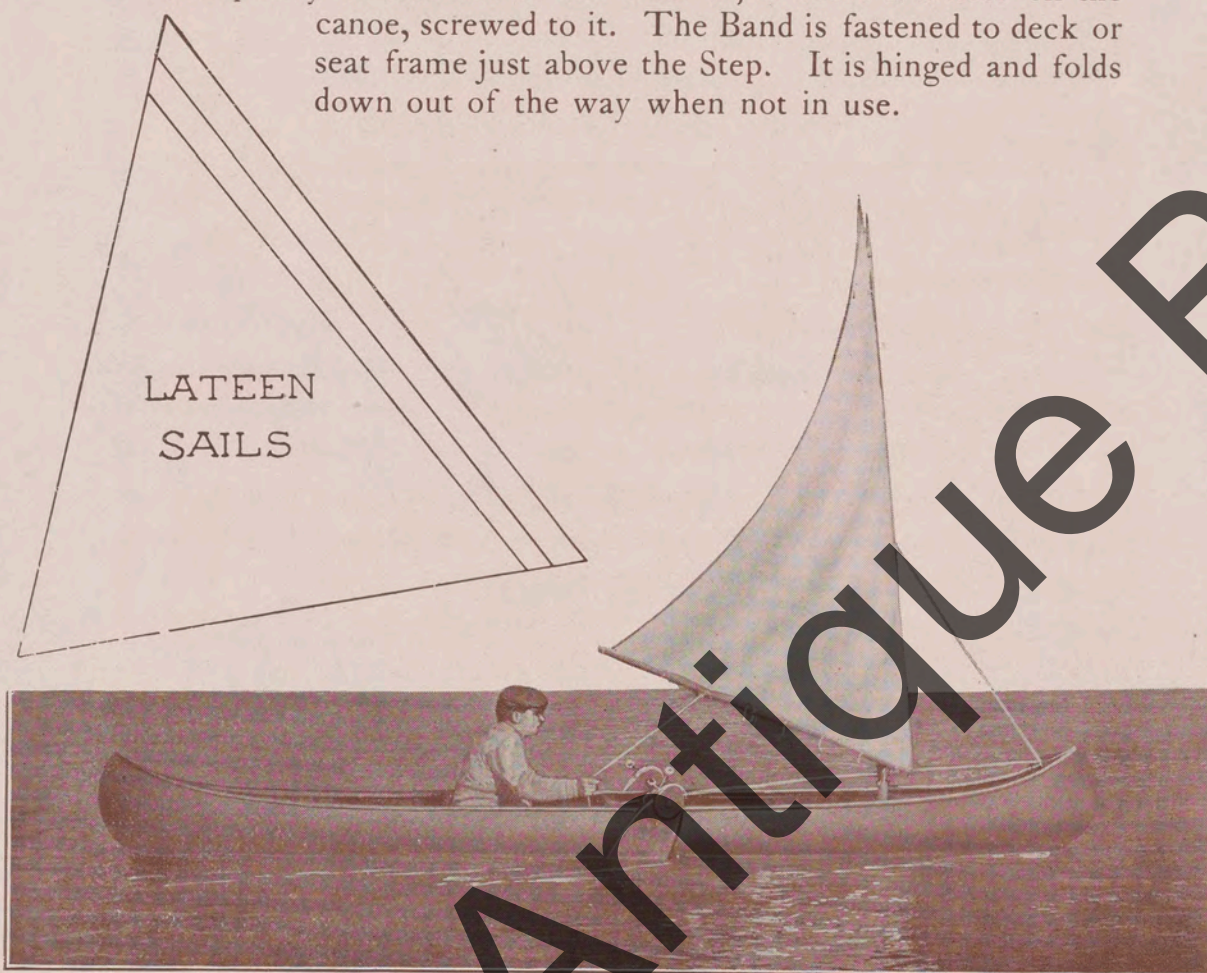
## Sailing Outfit

FOR open canoe sailing, either for pleasure or racing, the usual outfit is a Lateen sail, rigged to hoist and lower, and a set of Leeboards. The **Rushton** outfit is somewhat unusual, being compact, convenient, well made, and good to look upon.

The sail is of A. C. A. regulation size—40 square feet. The boards are just the right size. They are made in two styles, J and S. The J style has a jointed rod, permitting each board being used independently of the other; a pair of cleats screwed to the inwales; and a pair of brass clamps, adjustable, hold the boards. The S style has a solid rod, and is to be lashed to a thwart by cords.



The folding Mast Step and Band are of cast brass, polished. The step may be screwed to the stem or, if there is a keel on the canoe, screwed to it. The Band is fastened to deck or seat frame just above the Step. It is hinged and folds down out of the way when not in use.



Price of outfit with style S boards is \$20.00.

Price of outfit with Style J boards is \$22.50.

These prices include one cleat. When ordered with canoe, we will attach without extra charge. When ordered separately, we pack without charge.

If you are willing to use a rig that doesn't hoist from seat, deduct \$3.75 from above.

Price of sail only, or any part of outfit, on application.

## Motor and Special Canoes

THE exceptionally fine lines of the **Indian Girl** canoe make it possible to equip it with a small motor, and obtain speed that is entirely satisfactory.

The 16 ft. canoe, equipped with a 3 H. P. motor, has run 10 miles an hour, and a 20 ft. canoe, with a 6 H. P. two cylinder motor, has done between 13 and 14 miles.

We build these canoes with or without sponsons, and with any size power. Details covering regular or special canoe launches will be gladly furnished.

That they may be covered with canvas, hulls of all descriptions require special shape. There can be no "hollow" or concave places. For that reason it is not always practical to try to build launches with canvas covering.

As we have always built boats without the canvas, and they have always stayed water-tight, we do not hesitate to recommend similar launches.

Our line of stock designs includes only small launches, but for almost every purpose.

We have a 19½ x 3 foot launch that will run 14 miles an hour with a 6 H. P. motor, and that has run better than 22 miles an hour, with a 14 H. P. medium weight. Carrying capacity is two or three, and the hull, exclusive of motor and outfit, is worth from \$125 up.

We have a launch that will carry four people over shallows with not more than seven inches of water. The beam is 40 inches, and we will build any length from 16 to 19 feet. Proper power is a very light weight motor of three to five horse power.

Our family launch, 17½ x 3½, will carry six or eight; run eight miles an hour with a 3 H. P. motor; 16 to 18 miles on a gallon of gasoline. It is quite light in weight; three men can raise it onto a dock, or onto a wagon.

## Seat Backs and Cushions

**I**NDIAN GIRL canoes were designed primarily that canoeists might find pleasure and comfort in their use.

To get maximum comfort from a canoe, its equipment must be designed for it—and it must have certain attachments which have become necessities

Among these we may list some kind of a "lazy back." We show several different styles, at all prices. Note individual descriptions.



Style BS. Ash or butternut strips, nailed together; copper and brass fastenings and trimmings; best oil and varnish finish. Price, \$1.50.

Style CS. Cherry strips, screwed together; brass hinges and screws; best oil and varnish finish to match grade A canoes. Price \$2.50.



Style CC. Frame of  $\frac{3}{4}$  in. cherry; hand caned; all joints put together with dowels and glue; best oil and varnish finish. Price \$4.00.

These have two adjustments for position, or slope of back. They are designed to be used independently of thwart, and may be used on shore, if desired.

Folding cushion, of best grade corduroy and curled hair, to fit any of the above seats. Price \$4.00.



Style BSB. Back only, same construction as "BS." Price 75 cents.

Style CSB. Back only, same construction as "CS." Price \$1.25

Single cushion to fit these backs, about 12 x 15. Price \$2.00.

Cane back, fitted with straps and hinges, to be attached to the bow seat. Straps are adjustable for length. Hinges are put together with strong cotter pin, permitting easy removal of the back. Hinges are brass, nicked or polished. Backs of cherry; joints doweled and glued; hand caned; straps hand made of best russet leather.

Back only, width 10 in., 12 in. or 14 in.	- -	\$1.25
Straps only, with buckle	- - - -	1.75
Hinges only, polished or nickel plated brass	-	.75
Back, with straps and hinges	- - - -	3.50

## Repairs and Refinishing

### Refinishing

**C**ANOES ought to be refinished, inside and out, each spring. The cost of necessary material is insignificant. The work can be done by anyone. We suggest doing the work about a month before the season opens. The canoe will not only be protected, but will look bright and fresh.

Starting on your canoe—let it dry out well. It will not hurt it to turn it bottom up in the sun. The canvas may be loose when it has been there a few hours, but will tighten up before the next morning, when you can commence work. Go over the whole outside carefully with fine sandpaper, about No.  $\frac{1}{2}$ , unless the surface is very rough, in which case use No. 1. If the canoe is only slightly scratched, just remove the gloss of the varnish. If badly dug, take down to the filler.

For finishing the outside use only RUSHTON Canoe Enamel. It is supplied, all charges prepaid, for \$1.35 per can, or two cans for \$2.50. It is furnished in friction top cans. All you need to do is to pry off the top. If you don't use it all, and you probably will not, put the top back on, and use it to touch up the spots where the paint is rubbed off during the season.

We usually keep in stock Enamel in the following shades: Moss, Brilliant, and Coach Painter's Green, Vermillion, Tuscan and Park Trap Red, and White. If you wish any other shade, send sample and we will get it for you if we can. Price of such special shade on application.

For the inside of the canoe, use our varnish. It is put up in pint cans, friction top, and costs 50c. a can. If ordered alone, add 35c. for charges; if with enamel, add 15c.

You can buy enamel and varnish for less than we charge. After using this cheaper material once, you will send to us. For that reason send to us the first time. You will be better satisfied with your canoe—it will look better and the finish will last longer.

### Repairs

It is seldom necessary to repair the canvas of an INDIAN GIRL canoe. This canvas, woven especially for us, has exceptional strength and is rarely torn.

Temporary repairs may be made as follows:—Turn back torn edges, pour in thick shellac, press down edges. As soon as the canvas sticks to the wood the job is completed.

For permanent repairs we recommend the use of White Lead in place of shellac, finishing the job by nailing edges of tear every quarter inch, using copper tacks. When there is a joint (between planks) exposed, it is necessary to place a piece of canvas or cloth under the canvas covering before nailing.

No further attention is required, whichever way repairs are made. Neither paint nor varnish is necessary.

**REPAIRS AT FACTORY**—Canoes shipped to us for repairs must come all charges prepaid, plainly tagged with name and address of shipper or owner. They should not be shipped until we have been notified. Canoes sent to us, charges collect, will not be accepted, except by special agreement. Canoes re-canvassed are finished on the outside the same as new.

We do not sell either canvas or filler.

**Packing**—All canoes are packed in Burlap and Excelsior without extra charge. Crate only will be furnished for \$1.00 extra, or, with Burlap and Excelsior packing, for \$2.00 extra. There is no charge for delivering canoes to freight or express office.

**Weights**—Canoes packed in Burlap and Excelsior weigh from 90 to 110 lbs., depending on size and fittings. Crated canoes weigh 50 lbs. more than this. The Burlap and Excelsior packing only weighs about 25 lbs.

**Rates**—The freight rates on canoes is four times first class (regular merchandise) rate. The Railroad Companies are responsible for safe delivery. The American Express Company accepts canoes at four times first class rate, but does not insure against damage enroute. The total damage done to our canoes in express shipments during the past ten years, has cost less than \$3.00. For two extra rates (six in all) the Express Company insures against damage.

**Terms**—At least 25% of the value of the goods (but in no case less than \$5.00) should accompany order. Goods will be shipped, balance to be C. O. D., if by express, or Sight Draft attached to Bill of Lading, if by freight. Customers in either case are to pay return charges on money.

**Remittances**—Should be by New York Draft, Postal or Express Money Order. For our responsibility—Bradstreet's or Dun's.

Antique Boat Museum

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